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HONG KONG, SUNDAY, FEBRUARY 17, 1929.

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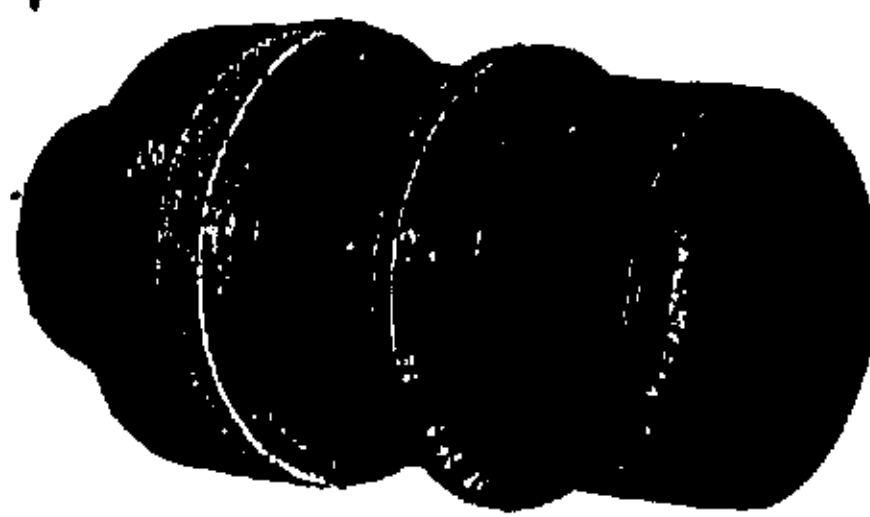
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K.O.S.B. CONCERT

Theatre Royal Packed
Last Night

OUTSTANDING SUCCESS

Farewell to Mrs. C. C.
Luard

The Variety entertainment held by the 2nd Battalion of the King's Own Scottish Borderers at the Theatre Royal last night proved an outstanding success, as was fully to be expected. Organised as a farewell to Mrs. C. C. Luard, the funds were in aid of the Soldiers' Sailors' and Airmen's Families Association (Hong Kong Branch), and the Garrison Ladies' Help Society.

H. E. the Governor (Sir Cecil Clementi, K.C.M.G.), arrived at about 9 o'clock after which the excellent programme was immediately commenced.

Home Land Memories
Special interest attached to the first item, "Songs and Dances of the Homelands," selected for Military Band by Bandmaster W. H. Fitz Earle, A.R.C.M., of the 2nd Battalion of the K.O.S.B. The music had been specially arranged for the occasion from a number of typically English, Scottish, Irish, and Welsh airs, and effectively brought back memories of the respective countries.

So much did it prove to the liking of a packed audience that the band were obliged to give two encores, having literally "brought down the house" from the very beginning. This magnificent performance sufficed to put the audience in a receptive mood for the rest of the evening.

Mrs. A. M. Bowes-Smith, who followed, needs no introduction to local music lovers. She was heard to great advantage in two songs "Summer," (Lohr), and "An April Birthday," (Landon Ronald).

Mr. Oscar Eager, an old favourite, aroused great mirth with two humorous songs, "A Dude Sneezing Song," and "Meet Me," in which a novelty was provided when the full band left the stage for the orchestra pit to provide the accompaniment. Mr. Eager scored even more decisively with a well deserved encore, "Don't be cruel to a Vegetable."

The two items that followed were both, in the respective spheres, on a very high level of artistry. Mrs. M. Cashman excelled in a pianoforte solo, "Etudes in A Minor," (Paganini-Liszt), the pizzicato variation of which was particularly well brought out.

Lady's Pleasing Debut
Mrs. F. Bunje, making her first public appearance in Hong Kong, scored quite a triumph with two Cockney character sketches. It is to be hoped that she will be prevailed upon to make many more appearances at events of this nature.

To wind up the first part of the programme a colourful spectacle had been arranged, consisting of Highland Dances, (a), "The Sixteen Reel," (b), "The Argyle Broadsword." Special costumes for the occasion included the eight pipers in the Royal Stewart tartan, and the dancers in the Leslie tartan, (these being the two tartans of the Regiment).

Second Part
The second part opened with a band selection, "Reminiscences of Tsalkowsky," (arranged by Dan Godfrey, Junr.). This arrangement comprises many of the composer's well-known works, winding up with the Finale to the famous "1812" Overture.

Mrs. O. C. Womack was well received for her song, "The Jewel Song" from "Faust," and Mr. W. A. Hannibal, who followed evoked much applause and laughter with some typical "Hannibalisms."

A sympathetic rendition of "Introduction of Rondo Capriccioso," (Saint-Saens), by Mrs. I. Balcan came next. Mr. G. McLeod then sang, "The MacGregor's Gathering," and "The March of the Cameron Men," (the latter being, incidentally, the old Regimental March of the relieving General, Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.).

A "Grand Scottish Fantasia" by the combined pipes and band, introduced a variety of traditional old Scotch airs, concluding with the immortal farewell song, "Will Ye No' Come Back Again." In response to a vociferous encore the band gave "Macfarlane's Favourite" and "The Road to the Isles" in which

"ON APPROVAL"

Forthcoming Production
By Local A.D.C.

AN INTERVIEW

No so long ago the foundations of the Peak were shaken to their granite cores by rumours of the introduction in America of a system of Companionate Marriages. Such a bold solution of an eternal problem is typical of our American friends, but it does not appeal to the more conservative British mind, nor could we be said in general to approve of the French, Chinese or Biblical solutions. The most intelligent minds have applied themselves to the problem, and one solution is presented by that witty dramatist Mr. Frederick Lonsdale in his play "On Approval."

Hearing that it was about to be produced by the H.K.A.D.C., I hastened to obtain the views of those concerned in this production and was duly introduced to Mrs. F. G. Hunt, a most charming lady, who has undertaken the production of this piece of "On Approval."

Witty Treatment
Oh yes, but it is not as daring as you might think in its treatment of the theme; it merely deals most wittily but with characteristic British compromise with the problem presented. The daring of the play lies not in its subject but in the manner of its presentation. Four characters only are included, the Duke of Bristol, Richard Halton, Mrs. Maria Wislack and Miss Helen Hayle. These parts were undertaken in London by four of the most brilliant of the modern generation of actors, Ellis Jeffreys, Valeria Taylor, Edmond Breon and Ronald Squire, all of whom have established high reputations for the subtlety and delicacy of their acting and it is in this subtlety and delicacy that the whole attraction of the play lies.

Our A.D.C.
I was most agreeably surprised to find that there were in Colonial A.D.C.'s members of such high intelligence and spirit, that they were not only willing, but also capable of undertaking these parts. I would especially ask the public to assist the cast in preserving the perfect balance of the production by being in their seats before 9.15 p.m.

The staging designs by Mr. C. P. Anderson, and the enthusiasm and efficiency of Mr. E. I. Wynne-Jones, the stage manager, and his assistants, contribute the essential artistic finish.

I can promise the play-going public of Hong Kong a revelation of the new dramatic art which has come into being since the war. —SPECIALLY CONTRIBUTED.

REDS IN JAPAN
Thirty-Four Sent To
Gaoi
Osaka, Yesterday.
The Kobe District Court has sentenced 34 Communists to imprisonment, the terms ranging from two to eight years.—Reuter.

the band, drums, and pipes combined with impressive effect.
General's Favourite
H.E. the General's old Regimental March, (the Durham Light Infantry) was then played, the evening's entertainment concluding with, "Auld Lang Syne," "Blue Bonnets O'er the Border," and God Save the King.

The programme throughout was one of sustained excellence, and thoroughly delighted a large and representative gathering.

The accompanists for the evening were Mrs. Hargreaves-Brown, Mrs. G. W. R. Griggs, and Mr. A. M. Bowes-Smith, and the band was under the baton of Mr. W. H. Fitz Earle, A.R.C.M.

A beautiful souvenir programme, bearing a facsimile of Mrs. Luard's signature on the front cover, was provided.

The Organising Committee for the entertainment comprised:—President: Lieut.-Colonel L. J. Comyn, C.M.G., D.S.O.
Secretary & Treasurer: Captain G. H. R. Abbott.
Stage Director: Lieut.-Qr. Mr. W. F. Pyper, D.C.M.
Musical Director: Bandmaster W. H. Fitz Earle, A.R.C.M.

TOKYO BLAZE

11. Hospital Patients
Incinerated

SEVEN MISSING

A Military School Also
Damaged

Tokyo, Yesterday.
Fire has destroyed the Brain Diseases Hospital. Eleven of the patients were incinerated while seven are missing.

The Military School of Artillery and Engineering was also damaged. Distressing scenes marked the rescue of the inmates, all of whom were insane.

They shrieked, laughed and acted hilariously as the rescuers attempted to save them, while the lurid flames lit up the darkness of the night.

Main Buildings Gutted
Troops, co-operating with Fire Brigades, finally controlled the conflagration in the early morning, but not before the flames, which were fanned by a strong wind, had gutted the main buildings of the hospital and also the military school including the latter's library, in which about 100,000 valuable volumes are reported to have been destroyed.—Reuter.

FAIR WEATHER.
The weather report issued by the Royal Observatory yesterday at 5.50 p.m. stated:—
The anti-cyclone has weakened slightly. It remains central to the south of Korea.
Fresh monsoon may be expected over the North China Sea.
Local forecast:—N.E. winds, moderate.

U.S. JOURNALIST
Veteran A.P. Man
Passes Away
New York, Yesterday.
The death is announced of Mr. Melville Elijah Stone, ex-General Manager of the Associated Press of America.—Reuter's American Service.
[Mr. Stone, who was born in 1848, at Hudson, Illinois was for many years associated with Chicago journalism.]

ELIHU ROOT
Veteran Sails For
Geneva
New York, Yesterday.
Mr. Elihu Root sailed on his 84th birthday en route to Geneva to participate in the deliberations of the Committee of Jurists to consider amendments to the statute creating the World Court.—Reuter's American Service.

[A Washington cable of February 8 reported:—It is understood that Mr. Elihu Root has been authorised to undertake an unofficial diplomatic mission to seek and secure an understanding among world Powers on the reservations which the United States has made to joining the Hague Court of International Justice. This is interpreted as portending another move to take the United States into the Court.]

SIAM'S LOSS
Chief Engineer Passes
Away
The Hague, Yesterday.
The death has occurred of Mr. W. B. S. von Steen Callenfels, Chief Engineer, Siam Navigation Department whilst on furlough.—Reuter.

FLU IN OSAKA
Daily Death Toll Over
Fifty
Osaka, Yesterday.
In consequence of the recent unusual coldness influenza is prevailing in Osaka, the daily death toll being over 50.—Reuter.

From the Colonial Secretary we have received a copy of a despatch from the Secretary of State for the Colonies, regarding the Ceremony held at the Cenotaph, London, on the anniversary of Armistice Day, 1928.

BANK OF EAST ASIA

Annual Meeting of
Shareholders

PROFIT OF OVER \$1,230,000

The tenth ordinary yearly meeting of the Bank of East Asia, Ltd., was held at the Chinese Merchants' Club, 6th floor, China-building, at 3 o'clock yesterday afternoon. The Hon. Sir Shou-son Chow presided, and there were present Messrs. Li Koon-chun, P. K. Kwok, Chau Ching-shak, Wong Yun-tong (Directors), Kan Tong-po (Chief Manager), Li Tai-fong (Manager), Kwok Siu-lau, Chau Tung-sang, Li Ian-sang, Ling Man-lai, K. K. Lee, Li Tung and many others.

The Chairman, addressing the meeting, said:—
Ladies and gentlemen.—The report and statement of accounts for the year 1928, together with the auditors' report, having been in your hands for some time I will, with your permission, take them as read.

The result of the year's working, including \$404,641.59 brought forward from the previous year, shows a net profit of \$1,230,631.35 as compared with \$723,322.64 for 1927. This result, I think shareholders will agree with me, is highly satisfactory.

As regards the balance sheet I think there are only a few items showing important changes that I need comment upon.

Investments
There were slight increases in both loan and bill accounts. But as your Directors have always pursued a conservative policy in these lines of business, I think you will agree with me, the rate of increase under the circumstances is very gratifying. It is, however, the hope of your Directors that with a better prospect of peaceful conditions in China in the near future greater opportunity for investment will be available for the increased funds entrusted to us by the public.

The Directors feel that you will endorse their policy in transferring the sum of \$300,000 to the General Reserve thus bringing same to a total of \$1,500,000.

We have, in accordance with our practice, written off \$55,057.02 from Bank premises account; and in addition to the usual depreciation of Furniture and Fixtures the Directors are asking your approval to-day to write off a further sum of \$49,984.85, thus reducing this account to a very low figure of \$15,000.

The total of cash available at call together with the amount of bullion in transit represents about 80 per cent. against our liabilities on current and deposit accounts, which is an indication of the sound policy your Directors have adopted.

The Directors are very glad that they are able to recommend the payment of a bonus of \$2.00 per share which, with the usual dividend of \$6.00, will make a net return of 8 per cent. on your capital.

In order to cope with the demand on our safe deposit boxes it is the intention of your Directors to make, during the present year, an additional installation of these boxes in the Head Office and to build a new safe deposit box vault at our Kowloon Branch.

That the Directors are able to present such a satisfactory account of the result achieved in the past year is, as I am sure you will appreciate, due to the good work done and ability shown by the staff in all our branches. In this connection I wish particularly to mention the good work of our Chief Manager who, for the greater part of 1928, stayed in our most important branch in Shanghai to direct its welfare with most satisfactory results.

Development of the Bank

As the Directors are holding a reception to shareholders and clients immediately after this meeting in celebration of the 10th Anniversary of the Bank, I will take this opportunity to mention certain facts relative to its development. During the past ten years the Bank made a total profit of over \$6,800,000, of which, after a sum of \$4,600,000 was distributed as dividend and bonus to shareholders and staff, \$1,500,000 was transferred to General Reserve, and \$500,000 was set aside for depreciation, there is a balance of over \$400,000 remaining as undivided profits. The total deposits on December 31, 1928 was about \$10,500,000 as against about \$4,000,000 in 1919. The number of staff was increased from the very small figure of 18 persons in 1919 to about 200 at the present moment.

(Continued on Page 22.)

CONVIVIAL EVENING

Interport Footballers'
Gathering

SHANGHAI'S "NO EXCUSES"

Dinner to Wind Up Hong Kong
F.A.'s Festive Week

Conviviality was the keynote last night when about a hundred members of the "soccer" fraternity attended the Interport dinner at the Savoy Hotel.

Playing the game for the game's sake was emphasised. Trophies and mementos were presented and a very happy week of festive football in Hong Kong was brought to a glorious conclusion prior to the Shanghai visitors' departure by the "President Madison" on Tuesday morning. The last match of the series is described elsewhere in this issue.

The "Hong Kong Telegraph" Cup was duly restored to Hong Kong's custodianship, notes were exchanged by players and officials, and an enjoyable evening enlivened by musical selections.

Distinguished Gathering
Mr. R. M. Dyer, President of the Hong Kong Football Association, presided. On either side of him sat Mr. J. McKelvie (the Hong Kong Captain) and Mr. S. V. Gash (the Shanghai Captain).

Others present were the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mr. P. P. J. Wodehouse, C.I.E., (Vice-Presidents of the H.K.F.A.), Mr. R. G. Herbert (manager of the Shanghai team), Captain H. G. Reed (joint manager and trainer of the Shanghai team), Mr. R. Hall (Chairman of the H.K.F.A.), the Councilors of the H.K.F.A. (Messrs. A. T. Hamilton, H. K. Lee, J. Ormiston, P. Black, F. Smith, J. H. Lawrence, Lt.-Comdr. J. P. White, D.S.C., who represents the Royal Navy, and Captain A. W. Austin, M.C., M.M., R.A. who represents the South China Command).

Among the distinguished gathering of guests, players, officials and supporters were the Hon. Sir Shou-son Chow and the Hon. Dr. S. W. Tso, O.B.E., LL.D. and all the members of the Shanghai team; also representatives of all clubs affiliated with the H.K.F.A.

"Full of Hopes"
After the loyal toast, Mr. Dyer proposed the toast of the Shanghai Football Association.

"As a Hong Kong man," said Mr. Dyer, "I cannot honestly say that I am sorry Hong Kong won. But the game was played as it should be played."

The toast was received with musical honours.

Captain Reed replied for the Shanghai F. A. He thanked Hong Kong for the generous way in which the Shanghai team had been received. For himself, he had to acknowledge that he was extremely sorry Shanghai had lost; but Shanghai had lost to a better team.

"We came down full of hopes, full of aspirations. And we are sorry we couldn't pull the game off," Captain Reed added. The Hong Kong F. A. had gone out of its way to assist the Shanghai team, he said, and he thoroughly appreciated the reception to the highest degree.

True Motto

Captain Reed proposed the toast of the Hong Kong Football Association. To Mr. Dyer he said: "I congratulate you, Sir, on being President of such a fine Association. Sportsmanship is your true motto. You have made it self-manifest throughout all the games. I also congratulate all the officers, particularly the hard-working Secretary, Mr. Hollands."

Captain Reed also praised the referees, Mr. Smith, Captain Austin and Mr. Hollands.

He eulogised the services of Mr. Campbell, the Hong Kong trainer. "He trained the Hong Kong team," he said, "and they gave us a thoroughly good hiding." (Laughter).

He had a "rather unpleasant task to perform," that of handing over the Cup—but he hoped "next year to take it back."

(Continued on Page 14.)

FOR HONAN

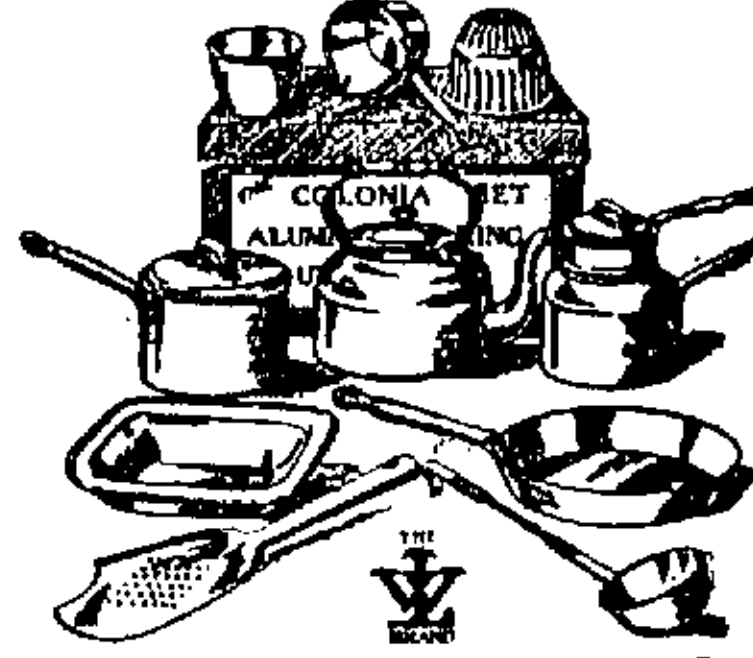
Lu Chung-jin Leaves
Nanking

Shanghai, Yesterday.
It is reported from Nanking that General Lu Chung-jin, Marshal Peng Yu-hsiang's Chief of Staff, left for Honan this afternoon.—Reuter.

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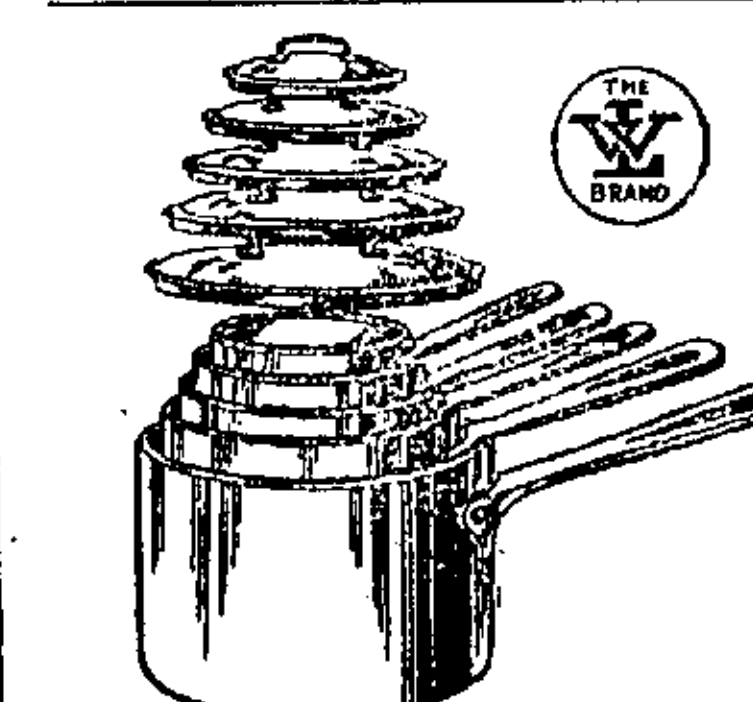


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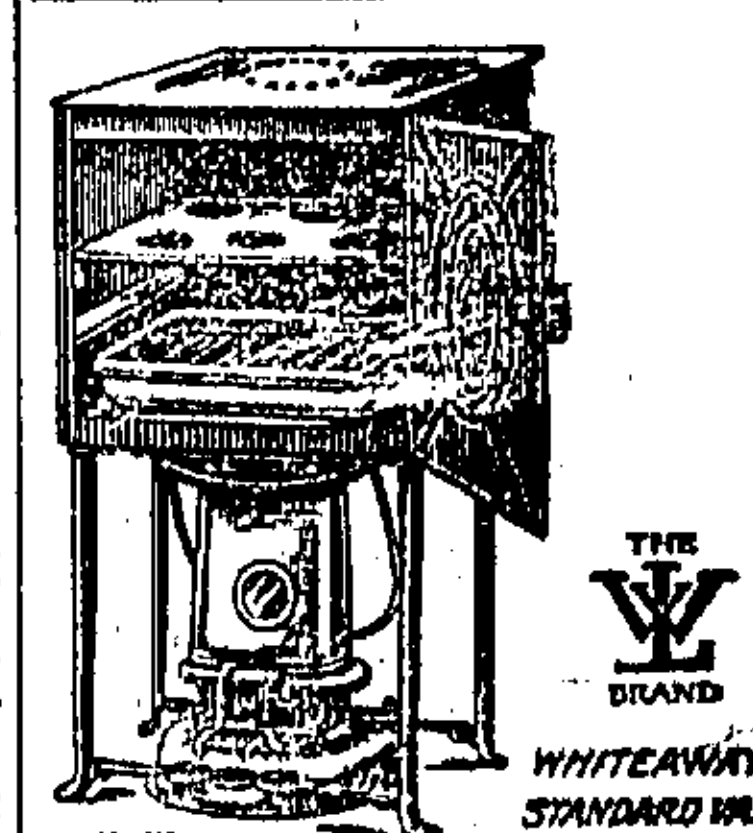
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SPECIAL NOTICE.

No Morning Sailing to Macao—19th and 20th FEBRUARY.
No Afternoon Sailing from Macao—19th and 20th FEBRUARY.

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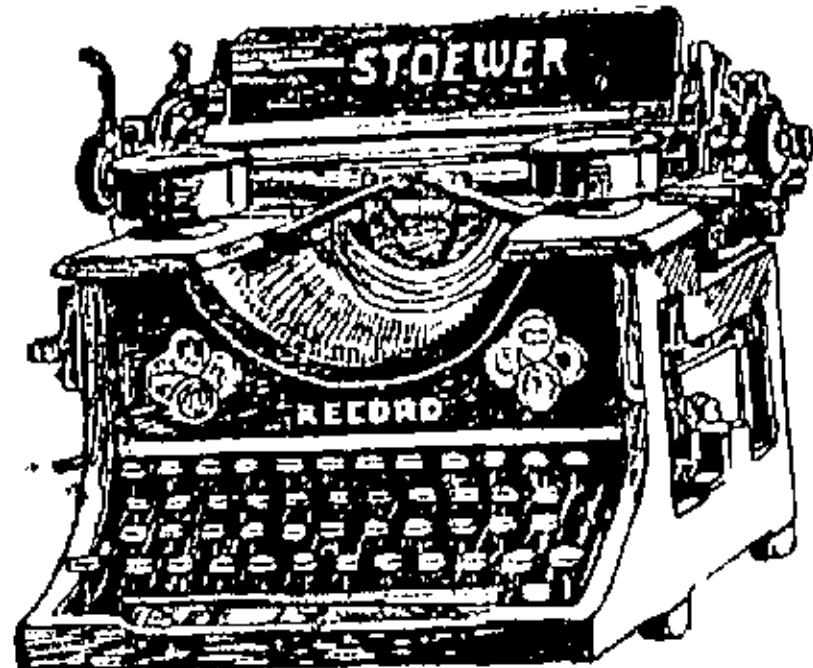
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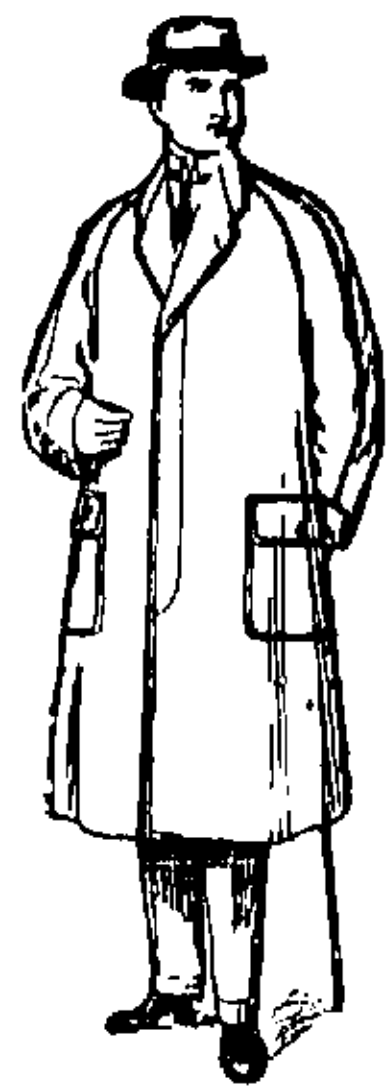
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LEAGUE FOOTBALL

K.O.S.B. Defeated By Navy

SECOND DIVISION RESULTS

Queen's Too Good For South China "B"

Five matches in the Second Division and one friendly game were played yesterday, in addition to the interport match reported elsewhere.

RESULTS AT A GLANCE

Hong Kong League Division II.

S. China "B" 0 Queen's Regt. 3
Recreio 4 S. China "A" 2
St. Joseph's 1 Chinese Ath. 2
Kowloon 2 R.A.F. 4
R.A. 3 Eastern 0
Royal Navy 3 K.O.S.B. 1

Queen's v. S. China "B"

Soldiers Much Superior

Played at Caroline Hill before a fair attendance.

The Queen's again managed to overcome the South China "B" team in a game which was marred to some extent by Chan Hailit being ordered off the field for arguing with the referee.

The Queen's were always the better balanced and more methodical side, with a forward line which made full use of their scoring opportunities.

Evans opened the scoring for the Queen's after five minutes, heading in from a beautifully placed corner kick taken by Eady.

South China did a measure of the attacking, but their old habit of bunching was again very noticeable, and Dennis, Morris and Gason were able to send them back before serious danger threatened.

Half-time:—

Queen's 3

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

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South China "B" 0

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South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Result:—

South China "B" 0

Plunkett opened the scoring with a fine first-timer which left Angus helpless.

From now onward the Air Force were the superior team, and shortly before half the Perry increased the lead with a fine header at short range.

Half-time:—

R.A.F. 2

Kowloon 0

Result:—

Kowloon 0

Result:—

Kowloon 0

Result:—

Kowloon 0

Result:—

Kowloon 0

Result:—

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Result:—

favour of the K.O.S.B., but the Naval defence lasted out to the bitter end, and a splendid struggle ended in a fortunate victory for the home team.

Result:—

Navy 3

K.O.S.B. 1

Result:—

Kowloon 0

Result:—

Kowloon 0

Result:—

Kowloon 0

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INTERPORT DINNER

(Continued from page 1.)

The toast of "The Hong Kong Football Association" was also received with musical honours.

Mr. "Stanley" Gash, the Shanghai skipper, declared that he endorsed Capt. Reed's remarks about the generous entertainment and hospitality accorded the team.

"There is no doubt that the better side won. I have no excuse to offer. The ground was soft and more suited to us on Monday than it was to Hong Kong, but we did not benefit by that. The game was a very good one and I trust that there will be many more like it, both here and in Shanghai."

Congratulations to Mr. McKelvie were also extended by Mr. Gash. "I have the honour and pleasure of presenting you," he continued, "with a replica of the Cup and I hope you will do the same to the Shanghai skipper next year." (Laughter and "No, no.")

The toast to the Hong Kong team was also drunk to the accompaniment of "For they are jolly good fellows."

Chinese Support
Mr. R. Hall thanked Captain Reed for proposing the toast of "The Hong Kong Football Association." He was gratified, he said, to hear the very courteous tributes to "what little the H.K.F.A. could do." He felt, however, that they had not laboured in vain.

Mr. Hall congratulated Shanghai on their very excellent team and the very fine way in which the game had been played. The Shanghai team had given an object lesson to the younger faculty in Hong Kong on playing the game.

Reference to the fact that the H.K.F.A. gave \$11,000 to charity last year was made by Mr. Hall. The presence of the Shanghai team this year had augmented the F.A. coffers and enabled it to give more, he hoped.

Mr. Hall thanked the Chinese community of Hong Kong for the wholehearted support to the F.A. "Without their aid," he said, "we should have been a very much smaller quantity than we are."

Mr. McKelvie's Argument
Mr. McKelvie extended the "very best" wishes to the Shanghai Interport team and thanked the visitors for the excellent game. "To soccer enthusiasts in the Colony," he added, "an Interport with Shanghai is a red letter day; and Monday's game was no exception."

Shanghai beat Hong Kong by a convincing margin last year, the local captain continued. "We had, therefore, to justify ourselves. And, naturally, we won."

He called on the Hong Kong team to drink to the health of the Shanghai team, and the response was made with musical honours.

Mr. Hamilton was called upon to speak as the chairman of the selection committee. He said that Mr. Hall had been chairman and he himself had been pleased to do his little bit.

Present to Trainer
But, Mr. Hamilton emphasised, much credit is due to Mr. "Reuben" Campbell, the trainer. "He has done his duty well in the last few years with the Hong Kong Football Association," Mr. Hamilton continued, "and I feel it a great honour to be called upon to present him with a souvenir."

A silver coffee pot on a stand was handed to Mr. Campbell, who said: "What I have done is my pleasure. The team has worked with me and I have worked with them. All I ask for is co-operation and we shall have a winning team."

Mr. Campbell received prolonged cheers on resuming his seat.

Greater Friendship
Dr. Kotewall, who announced that he had only been called upon in the morning to propose the toast of the guests "other than their friends from Shanghai," a duty which he would discharge with the greatest pleasure, added a cordial welcome from the Chinese Associations which he represented.

He was very pleased to see that three Chinese players had just finished the honour of being selected to play in the Interport team. "I have just had it on the authority of Mr. Gash," he said, "that the Chinese were good, clean players." (Applause.)

Indeed, it had been very gratifying to him that the Chinese played clean "soccer." "Nothing is better for closer relationship between Shanghai and Hong Kong than these Interport matches. I am sure that the exchange of visits must conduce to greater friendship."

R.H.K.G.C.

Starting Times For To-day

FANLING COURSE

LEAGUE CRICKET

Hong Kong C.C. Improve Chances

KOWLOON VANQUISHED

University Juniors Go Under

By defeating the Kowloon C.C. yesterday in the Senior League, the Hong Kong C.C. have further improved their chances of winning the championship, as they are now three points ahead of their nearest rivals with the same number of matches played.

The University, who had not been enjoying the best of luck in recent matches, scored a decisive victory over the Indian R.C. At King's Park, the Civil Service found the Royal Navy much too good for them.

The H.K.C.C. second team, in the only match in the Junior League, defeated the University 2nd rather easily.

League I

KOWLOON C.C. v. H.K.C.C.

On their own ground, the Kowloon C.C. lost to the Hong Kong C.C. by nine wickets.

Opening for the home team, Brace (62) and E. C. Fincher (26) put up 77 runs in a steady partnership. E. C. Fincher helped with 28 and Hall added 17. Wales then brought about a partial collapse, taking six wickets for 49. The K.C.C. total reached 150.

Pearce and Evers played the way for the victory of the H.K.C.C. who passed their opponents' total for the loss of only one wicket. The former batted stylishly for 68 whilst the latter scored 27. Mitchell (61) carried on the good work with Pearce, the second wicket falling at 156. The winners went on to score 185 for the loss of three wickets when stumps were drawn. Scores:

Kowloon C.C.			
W. Brace, c Moor, b Dobbie	62		
E. C. Fincher, c Owen Hughes, b Bonnar	26		
A. W. Ramsay, b Bonnar	0		
E. F. Fincher, lb.w., b Wales	28		
G. A. V. Hall, c Lightfoot, b Wales	17		
P. E. Lawrence, c Moor, b Dobbie	0		
P. Goodwin, b Wales	4		
G. Lee, c Moor, b Wales	4		
J. J. Hirst, not out	1		
H. T. Buxton, c & b Wales	0		
N. H. Ross, b Wales	0		
Extras	5		
Total	150		

BOWLING ANALYSIS.			
O.	M.	R.	W.
Dobbie	14	3	47
Wales	16	4	49
Bonnar	9	1	24
Quick	6	0	25

Hong Kong C.C.			
T. E. Pearce, c Lawrence, b Goodwin	68		
Capt. A. N. Evers, c Brace, b Hirst	27		
E. J. R. Mitchell, c Hirst, b Brace	51		
Capt. A. G. Dobbie, not out	11		
H. Owen Hughes, not out	15		
Extras	15		
Total (for 3 wks.)	185		

BOWLING ANALYSIS.			
O.	M.	R.	W.
Goodwin	15	5	43
Ross	5	0	25
Hirst	6	1	40
Brace	8	0	31
E. F. Fincher	2	0	17
Lee	2	0	14

NAVY v. C.S.C.C.

At King's Park, the Royal Navy defeated the Civil Service C.C. by 61 runs.

Batting consistently well throughout, the Navy compiled the respectable total of 153 for nine wickets, of which Singleton made 41. The bowling of the Civil Servants was weak, the best analysis returned being that of Kelly (4 for 34).

Bowling unchanged, A.B. Large and Pay Lt. Watch were chiefly responsible for dismissing the visitors for 92 runs. Large took four wickets for 53 and Watch captured six for 34. Scores:

Royal Navy			
Capt. H. D. Weir, c and b Kelly	27		
Ina. Lt. Comdr. C. E. A. Abelson, c Hamilton, b Edmonds	9		
Sub Lt. C. H. Singleton, c Carr, b Wallington	41		
Lt. C. F. Norris, b Hamilton	18		
Lt. G. P. Davies, b Hamilton	3		
Lt. C. F. Phillips, c Hamilton, b Sayer	21		
Mid. C. C. Suther, b Kelly	10		
Mid. R. H. Wright, b Kelly	1		
G. T. Giles, c Carr, b Kelly	14		
Pay Lt. H. S. Watch, not out	2		
Extras	7		
Total (for 9 wks., dec.)	153		

A.B. Large did not bat.

BOWLING ANALYSIS.

O.	M.	R.	W.
Hamilton	7	1	36
Kelly	10	3	34
Edmonds	5	0	27
Evans	6	0	17
Wallington	2	0	13
Sayer	1	0	3

Civil Service C.C.

O.	M.	R.	W.
B. D. Evans, c Large, b Watch	33		
A. E. Woods, c Weir, b Large	14		
J. Barrow, b Watch	1		
H. D. Wallington, b Large	16		
B. C. K. Hawkins, c Large, b Watch	0		
E. W. Hamilton, c Abelson, b Watch	20		
G. R. Sayer, b Large	0		
H. F. Westlake, c Weir, b Watch	0		
T. Carr, b Watch	0		
W. H. Edmonds, b Large	0		
D. R. Kelly, not out	5		
Extras	3		
Total	92		

BOWLING ANALYSIS.

O.	M.	R.	W.
Large	14	3	53
Watch	14	0	34

UNIVERSITY v. I.R.C.

O.	M.	R.	W.
Large	14	3	53
Watch	14	0	34

At Pokfulam, the University defeated the Indian R.C. by 40 runs.

Anderson (50) and A. A. Rumjahn (23) gave their side a good start, which led to the big score of 184 for eight wickets, declared. Going in toward the end, A. T. Lee contributed an invaluable 22.

The Indians started poorly and soon lost five wickets for 43, but a steady innings by A. H. Rumjahn, who scored 46, changed the outlook. The bowling on either side was not difficult to contend with, but the smarter fielding of the University turned the scales in their favour. Scores:

University			
D. J. N. Anderson, c A. M. Rumjahn, b A. H. Rumjahn	50		
A. A. Rumjahn, b Madar	23		
E. A. Lee, run out	11		
F. I. Zimmern, b Arculli	19		
C. W. Lam, b Madar	18		
S. V. Gittins, b A. S. Suffad	18		
A. P. Gutteres, b A. S. Suffad	1		
D. Laing, b A. M. Rumjahn	10		
D. K. Samy, not out	22		
A. T. Lee, not out	11		
Extras	11		
Total (for 8 wks., dec.)	184		

BOWLING ANALYSIS.

O.	M.	R.	W.
A. S. Suffad	10	0	33
A. R. Minu	8	1	36
Madar	6	0	15
A. M. Rumjahn	5	1	23
M. R. Abbas	3	0	15
A. H. Rumjahn	5	0	23

Indian R.C.

O.	M.	R.	W.
A. el Arculli, b A. T. Lee	1		
S. A. Ismail, c Anderson, b A. A. Rumjahn	13		
O. Ismail, st Zimmern, b A. A. Rumjahn	5		
A. H. Rumjahn, c A. T. Lee, b A. A. Rumjahn	46		
A. H. Madar, c A. A. Rumjahn, b Gutteres	4		
A. R. Minu, b Anderson	1		
A. K. Minu, run out	24		
A. S. Suffad, b Lam	4		
J. S. Ackber, c Samy, b A. A. Rumjahn	0		
M. R. Abbas, not out	12		
A. M. Rumjahn, b A. T. Lee	14		
Extras	20		
Total	144		

BOWLING ANALYSIS.

O.	M.	R.	W.
A. T. Lee	11	3	31
A. A. Rumjahn	12	2	47
Gutteres	5	0	26
Anderson	4	0	10
Gittins	2	0	9
Lam	4	3	1

League II

H.K.C.C. 2ND v. UNIVERSITY 2ND

Playing away, the University 2nd XI lost to the second team of the Hong Kong C.C. by six wickets. After their earlier batsmen had got out, the University could make little headway against the steady bowling of the home team and were dismissed for 147 runs. Suleiman, with 37 to his credit, was the highest scorer for the losers. Osman made 36 not out and Kermani got 27. Vallack (3 for 20) was the most successful bowler for the H.K.C.C.

A fine partnership between Walkinshaw (20) and Dowler (47) for the fourth wicket was largely

responsible for the victory of their side. Scores:

University 2nd XI			
S. R. Kermani, c Vallack, b Reid	27		
H. T. Barma, b Reid	4		
A. Baker, c Gillingham, b Summers	15		
A. B. Suleiman, c Dowler, b Reid	37		
M. R. Osman, not out	36		
G. E. Yeoh, c Vallack, b Duckitt	0		
K. T. Loke, b Vallack	6		
F. Hiptoola, c J. E. Hancock, b Vallack	2		
K. P. Gan, b Reid	0		
A. A. Aziz, c & b Vallack	0		
D. Roy, run out	0		
Extras	20		
Total	147		

BOWLING ANALYSIS.

O.	M.	R.	W.
Reid	18	4	40
Vallack	8	1	20
Summers	6	0	23
Tait	4	0	21
Duckitt	7	1	23

H.K.C.C. 2nd XI

O.	M.	R.	W.
H. J. Armstrong, b Roy	2		
W. K. Tait, b Roy	2		
E. K. Duckitt, c Aziz, b Roy	1		
L. W. Walkinshaw, c Aziz, b Osman	1		
R. H. Dowler, c Kermani, b Baker	47		
A. Reid, b Baker	34		
A. H. Gillingham, c Roy, b Osman	7		
J. A. Summers, c Suleiman, b Osman	5		
G. R. Vallack, b Suleiman	1		
E. R. West, not out	14		
J. E. Hancock, st Kermani, b Osman	10		
Extras	30		
Total	208		

BOWLING ANALYSIS.

O.	M.	R.	W.
Baker	10	2	31
Roy	11	1	41
Hiptoola	3	0	25
Suleiman	8	2	27
Osman	8	1	54

Friendly Matches

"EWO" v. "WAYFOONG"

On the Chinese R.C. ground at Causeway Bay, "Ewo" (Jardine, Matheson & Co., Ltd.) lost to "Wayfoong" (Hong Kong and Shanghai Bank) by eight wickets.

Parker, for the Bank, was in great form with the ball and, taking six wickets for 15, was largely instrumental in putting out the Jardine team for 73. For the losers, Cornaby was top scorer with 26, whilst Railton scored 20.

Parker was also very prominent with the bat, retiring with 54 to his credit. Hall, after scoring 51, also retired, the winners' total reaching 184. Scores:

"Ewo" (Jardine)			
W. L. Smith, b Clerk	10		
W. D. F. Wilson, b Parker	1		
W. Brackenridge, c Milne Day, b Parker	0		
E. A. Simon, c Scott, b Clerk	26		
W. B. Cornaby, b Parker	20		
N. L. H. Railton, b Parker	20		
D. Lyon, c Cornaby, b Hall	4		
A. S. Gordon, b Parker	2		
A. H. Chambers, b Hall	2		
J. A. E. Kendrew, c Hall, b Parker	0		
G. Punccheon, not out	0		
Extras	8		
Total	73		

BOWLING ANALYSIS.

O.	M.	R.	W.
Parker	10	2	15
Clerk	4	0	28
Hall	5	1	22

"Wayfoong" (Bank)

O.	M.	R.	W.
R. A. Green, b Cornaby	0		
J. Hall, retired	51		
J. H. Raikes, b Smith	19		
H. V. Parker, retired	54		
M. D. Scott, c Simon, b Railton	10		
D. Milne Day, b Wilson	16		
M. G. Mills, c Wilson, b Lyon	16		
W. J. Clerk, c Kendrew, b Lyon	1		
E. P. Streetfield, b Cornaby	5		
S. Fox, b Cornaby	13		
F. H. F. Swayne, not out	4		
Extras	11		
Total	184		

BOWLING ANALYSIS.

O.	M.	R.	W.
Cornaby	8	1	31
Smith	6	0	41
Wilson	4	0	25
Railton	4	0	29
Lyon	4	0	30
Kendrew	2	0	17

C.C.C. 2ND v. I.R.C. 2ND

At Happy Valley, the Craigen-gower C.C. 2nd XI, defeated the Indian R.C. 2nd XI, by eight wickets.

A feature of the game was the forceful batting of Leonard for the home team. In an innings for 103, retired, he hit 24 boundaries. Scores:

Indian R.C. 2nd XI			
M. P. Madar, b W. K. Way	28		
A. Butt, b Y. Abbas	26		
M. Fakir, b W. K. Way	35		
R. Nazarin, b Y. Abbas	0		
D. Mohamed, b Y. Abbas	0		
Sirdar Khan, b Y. Abbas	0		
A. R. Suffad, b W. K. Way	10		
A. R. H. Esmail, c Leonard, b W. K. Way	0		
U. T. Thad, b W. K. Way	0		
A. Rahmln, lb.w., b E. B. Hamson	9		
M. I. Razack, not out	2		
Extras	2		
Total	126		

BOWLING ANALYSIS.

O.	M.	R.	W.
W. K. Way	14	2	60
D. M. A. Razack	4	0	26
Y. Abbas	8	1	30
E. B. Hamson	2	0	8

Craigen-gower 2nd XI

O.	M.	R.	W.
E. Zimmern, c M. I. Razack, b Madar	39		
H. P. Lim, c Thad, b Madar	37		
T. Grimes, c Thad, b A. R. Suffad	27		
E. B. Hamson, b Mohamed	18		
C. E. Wong, b Thad	9		
E. Mowfung, b Mohamed	0		
J. W. Leonard, retired	103		
Y. Abbas, b Nazarin	4		
W. K. Way, not out	19		
Extras	22		
Total (for 8 wks.)	278		

BOWLING ANALYSIS.

O.	M.	R.	W.
A. R. Suffad	8	0	42
Sirdar Khan	8	0	43
Madar	2	0	10
M. I. Razack	2	0	10
Esmail	14	0	10
Mohamed	4	0	17
Thad	3	0	17
Nazarin	3	0	30
Fakir	1	0	20
Rahmln	1	0	11

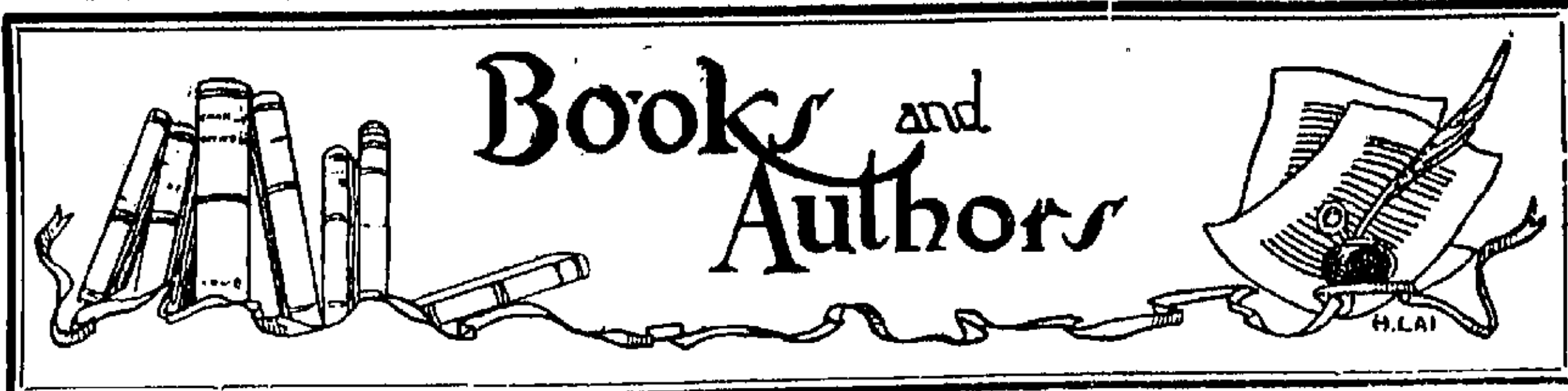
R.A.S.C. v. ELECTRIC R.C.

At Sookmoo, the Royal Army Service Corps lost to the Electric R.C. by 23 runs.

Murdoch, for the winners, was very much in the picture during the entire game, as after making 37 not out, he took five wickets for which he conceded only 8 runs.

Pte. Wingfield (39) was the highest scorer on either side. Scores:

Electric R.C.			
C. E. Gahagan, run out	7		
W. H. N. Murdoch, not out	37		
A. F. Paul, b Simpson	2		
J. R. Way, b Wingfield	14		
H. F. Akehurst, b Fry	1		
J. C. Dunbar, b Wingfield	1		
J. F. Lunny, b Wingfield	0		
W. E. Peers, b Fry	0		
G. S. Thompson, b Fry	12		
H. S. Jones, b Fry	0		
W. H. B. Musket, b Fry	2		
Extras	18		



TWO CRUSOES

R. Haggard's Post-humous Romance

FOOLING THE PUBLIC?

When Rider Haggard died he left four unpublished books. One of them, "Mary of Marion Isle," has just been published by Hutchinson's. It does no credit to the famous writer's reputation, for though the announcement on the "jacket" says that the book "contains some of his most vital and mature work" it bears the impression of having been written before Rider Haggard had learnt his business. There is, of course, the possibility that he wrote it as "spoof," and is having a posthumous chuckle about it. On the whole, this is the most charitable assumption.

I had not read a novel by Rider Haggard for some years; but some of them I remember as finely conceived and well written. Parts of "Allan Quatermain" and other books are fresh in my mind even now. So when I took up "Mary of Marion Isle" it was with an expectant curiosity. I laid it down with a sense of disillusion.

I began to doubt, as soon as I made the acquaintance of Lord Atterton, a wealthy, whimsical, and somewhat of a dandy, who reminded me of Mr. Cattermole in "The Private Secretary." When his nephew, Andrew, the doctor here, proposed to a very wide-eyed young lady, and was replied to in the following terms, I was sure that here was not the Rider Haggard I knew:—

"Surely you would not wish to take advantage of my weakness and inexperience to press me to an irrevocable decision. It would not be like you to do so because you know that a girl who is openly engaged is always furnished if after all it should come to nothing whatever the reason."

That is really dreadful. No girl, asked in marriage, talks like that. When, later on, after East End adventures, Andrew has succeeded to the title, he proposed to his cousin, and this is how he did it:

"Do you think you could take me as your husband, Clara? You know my unhappiness, and it is my duty to beg you to consider my mind before you answer."

"Yes, I know, Andrew, and I give it weight. But mutual trust and strong affection based upon esteem and a common purpose in life will outwear any passion for one who, you must forgive me for saying, has proved herself not to be worthy. I do not fear to put myself in competition with such a woman, whatever advantages she may have over me," and she held out her hands.

After this there was nothing to be done except take them and imprint a timid embrace upon Clara's cool forehead.

There certainly was not! The new peer, a Radical with Socialistic leanings, made a speech in the House of Lords on Egypt

which got for him a post in the Ministry when the Radicals came in and eventually he was appointed to a Colonial Governorship somewhere Farthest South—or, at any rate, far enough south for his ship to run into an iceberg, and for him eventually, trusting to a friendly-looking albatross (he perhaps remembered the sad fate of the Ancient Mariner who killed one), to be guided to Marion Island, where he became a sort of Robinson Crusoe.

"Fancy Meeting You!"

Now on this very island some years before a girl child and a sailor had also been cast. The sailor died, and she had been living ever

A Poetess of 14.



Though she has only celebrated her 14th birthday, Miss Mary Virginia Moody, of Springfield, Mass., is already famous as a poetess and on the way to becoming popular as a novelist. For the early American romance upon which she is working has already been accepted for publication. She is shown on her arrival in New York for a conference with literary advisers.

since as a female Crusoe. Two Crusoes on one island!

We are now in the more familiar Haggard atmosphere. Unfortunately, four-fifths of the book have gone by. After a discreet lapse of time the two Crusoes met the lady with a sort of baby speech (her only book in all these years had been "Whitaker's Almanack"! They began to get friendly:—

A terrible idea took him. Supposing that he should fall in love with her—such a thing might chance on a desert island—what would happen then? Well, luckily, that was impossible.

It was not so impossible after all, though Andrew had a fearful struggle in case he should break his marriage vows. He even ran away, leaving her a note upon a slate; but she came and saved him from death. And—well, eventually there came a baby.

Shocked The Missus

In a weak moment Andrew thought it would be a good thing to cross the main, so he tied a tin can to the neck of our old friend the albatross, and the message on the tin in the course of time brought out Lady Atterton. She was a little bit shocked:—

"Now, Andrew," said Clara, when they were out of sight, "tell me the meaning of all this. What is that woman to you?"

"She is the mother of my child." "I guessed as much and—let us clear the air at once. I am not straitlaced and I do not blame you in the least, especially as she seems to be a rather beautiful savage. But you will understand that this episode must end, which can be done without difficulty."

As things turned out, Clara died rather conveniently, and Lord Atterton, the beautiful savage, and the baby (now, I suppose, very grown-up) are on the island still for all I know.—Frank Forrester in Ex.

Among the books now in preparation, is a new historical memoir by Marjorie Bowen dealing with "The Early Life (1650-1673) of William III of England and Orange-Nassau." The story of these critical and eventful years in William's life, which has not been related in English with such detail before, concludes with the fall of Bonn.



Best for Baby!

EUROPEAN Y.M.C.A.

Directors' Annual Report

MORE ACCOMMODATION

The Board of Directors of the Y.M.C.A. present the following report for the year ended December 31 last.

The Association Activities

The programme undertaken was similar to that of the previous years. The Association rooms and the club facilities have been used to a greater extent by the members than formerly. Additional accommodation has been provided by the closing-in of two verandahs.

The Quiet Hour

It is gratifying to report an increased attendance at the "Quiet Hour," the Association Sunday meeting. It was continued without a break throughout the year. The addresses given by speakers of different denominations were much appreciated.

Literary and Debating Club

There was an average attendance of 49 at the meetings of this section. The subjects chosen for the debates included the Flapper Vote, the Influence of the Press, a comparison of Life at Home and in Hong Kong, and the question of the Instantaneous System.

Library

The total number of books in the Library is 2,140; this number is made up of 900 "Fiction," 605 "Miscellaneous," 480 "Sea-Going" and 155 "Reference." This does not include 75 volumes which were removed, as being slightly damaged, and given for use among the Services. Approximately 6,480 volumes were taken out by members in 1928. Various members have presented books to the Library, and we tender them our thanks.

Ladies' Nights

These monthly gatherings, held in the cool season, retained their popularity. They take the form of a novel entertainment, preceded by dinner.

Bridge and Whist Drives

Held once monthly, Bridge and Whist alternately. These drives have proved very successful. The members invited their lady friends.

Christmas Day

The members invited Service men to their Christmas Dinner. A hockey

match was played in the afternoon, followed by a tea.

Tennis

In addition to the grass courts at King's Park, two hard courts are now available at the rear of the Y.M.C.A. building. Several tournaments and matches with other clubs have been played. A limited number of honorary lady members are admitted.

Hockey

The season was started with the initial setback of the loss of six of the players of last year's very successful team; in spite of this, many more joined and although the record reads somewhat monotonously, the full fixture list gives opportunity for many interesting games for the 1st XI. The 2nd XI is composed very largely of those who are taking up the game for the first time, and the novices evince great keenness.

Results of matches:

1st XI played 23, won 6, lost 16, drawn 1.
2nd XI played 15, won 3, lost 11, drawn 1.

Basket Ball

The ground at the rear of the building having been surfaced and more adequate lighting installed, Basket Ball matches can now be played on one of the best courts in the Colony. Interest is keen, and many inside and outside games have taken place; played with other clubs, 10 matches: won 7, lost 3. An exhibition game between the "All-China" U.S. Touring Team and the Chinese Athletic Association drew a large number of spectators. The U.S.A. Naval teams played several games on the court.

Cricket

A new phase of Y.M.C.A. sport has been the formation of a Cricket team, and in spite of the handicap of having no ground, interest has been maintained. Out of three matches played, the Y.M.C.A. has won two. It is hoped that a ground may be obtained for the next season.

Golf

Golf is meeting with increased popularity with the members. A successful handicap tournament was completed and another is nearing completion.

Bathing Piques

As in previous years, bathing piques were organized for members and their friends, six afternoon and two moonlight piques being arranged.

Ramblers

On Saturday afternoons and general holidays during the winter

small parties explored the Island and the New Territories: Tai-mo-shan, Lion Rock, Kowloon Peak and other ascents being made.

Billiards

The cloth on the two tables has been renewed. During the year two flying handicaps, a Championship Cup competition and a snooker handicap were arranged in addition to eight matches with other teams, of which the Y.M.C.A. won four. A "Services Tournament" attracted eight Service teams and aroused much enthusiasm. Silver cups for the "Service Tournament" and for the "Novices" competition have been presented to the Association.

Residential Quarters

Although there has been an unusual number of departures during the year the rooms have been fully occupied. Several of the members who have been on leave have again taken up residence in the building. There are 63 permanent residents. Bedrooms are available for casual visitors and Service men.

Sea-Going Section

In addition to the Naval and Military work, the Secretary of this section has visited 140 merchant vessels and also went aboard Naval ships on their arrival in the harbour. About 122 sea-going members stayed in the building, many of whom were preparing or sitting for their examinations.

Naval and Military Y.M.C.A.

The accommodation available for the use of this section was rearranged and enlarged at the beginning of the year. It now consists of three rooms: reading and writing room with lending library, billiard room and restaurant. The sleeping quarters have been well patronised, especially by the Naval men. The Basket Ball and Tennis Courts at the rear of the building are also used by Service men.

"The Cheer O", City Hall, under the Naval and Military Y.M.C.A. Committee, has proved very successful in meeting the needs of the Service men in the Colony. At the beginning of the year the work originally started in Queen's Building for the men of the Shanghai Defence Force, was transferred to splendid premises in the City Hall. The Committee is grateful to the City Hall Committee for their kindness in giving this accommodation. The Y.M.C.A. National Council of London has provided the services of a full-time Secretary in charge of this centre.

In October the Grand Tattoo was held at Sookumpoo; this was very

successful and half of the proceeds was given to the Naval and Military Y.M.C.A. This has made it possible for the work to be continued, otherwise the Committee was very concerned with the financial position. Much more than the normal revenue is required to meet the expenses of this work.

General It is with regret that the Board records the death of Mr. J. W. Faulkner, who joined the Association in January, 1928.

Mr. Oliver H. McCowen, LL.B., Association Secretary of the

Y.M.C.A. World's Committee, Geneva, visited the Association in February. This visit was greatly appreciated and helped the members to realise that this Association was part of a great world movement.

Mr. Fletcher Brockman of the Y.M.C.A. International Committee, New York, also paid a short visit.

On the occasion of the "Braking Ground" of the new Chinese Y.M.C.A. in Kowloon the Directors of the Chinese Y.M.C.A. were entertained in this building.

Finance It will be seen from the Association's balance sheet for the year ended December 31, 1928, that there is a working profit of \$1,058.57 to which can be added the cost of enclosing the first floor verandah amounting to \$858.62 and entrance fees \$575.00. There has also been, during the year, capital expenditure of \$5,943.31 on account of tennis court and garage; the first of these two items should add to the attraction and the second to the income of the Y.M.C.A. It may be considered, therefore, that the Association has enjoyed a successful year financially.

Membership

	December 31 1927	1928
Active Members, resident in Colony	33	28
Associate Members, resident in Colony	144	154
Absent members	15	18
Non-Resident (Sea-Going)	136	151
	328	351

In concluding this report the Directors wish to thank all who have assisted in the work of the Association during the past year.

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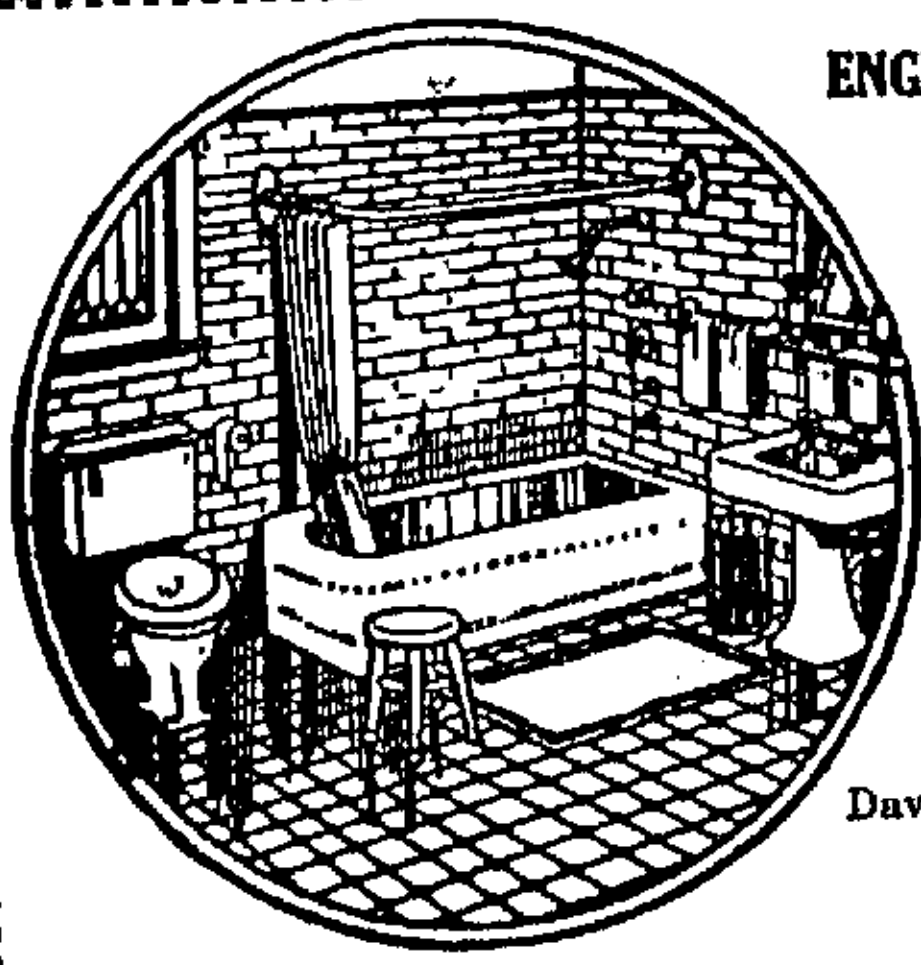
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The recent fighting in Afghanistan and the evacuation of foreign women and children by the Royal Air Force have special interest for the Somerset Light Infantry, the 1st Battalion of which recently arrived in Hong Kong for two years' service in the garrison. The first Afghan War was in 1839-42. The superstitious have often pointed to the fact that the massacre of British troops in the retreat from Kabul occurred on Jan. 13, 1842. On the other hand, this is balanced to some extent by the great heroism of the 13th Regiment, now the Somerset Light Infantry. How they occupied Jellalabad from Nov. 1841, to April 1842, withstanding many fierce attacks by the Afghan hordes and sticking to their positions despite the fact that over 100 shocks of earthquake shook the walls, is ancient history.

On April 7, 1842, the beleaguered garrison sallied forth and decisively routed the Afghans under Akbar Khan, says the *Naval and Military Record*. This was indeed the "Illustrious Garrison," and the Somersets well earned their Mural crown, super-scribed "Jellalabad." The troubles of the garrison are well illustrated by an anecdote in Maj. Gen. Sir Thomas Seaton's "From Cadet to Colonel." In describing one earthquake during the siege he relates that "at one place, as an officer was passing along the ramparts, the ground opened beneath him, and he fell in, but only to be thrown out again—an operation which was twice repeated." He would not have considered himself unlucky in being a member of the 13th Regiment.

Usefulness of the five new 10,000 tons county-class Cruisers has been again a topic of discussion. A part of what an eminent authority, Sir Herbert Russell, says is worthy of careful study by Britons in Hong Kong and China. "For commerce protection the bigger the cruiser the better, for the simple reason that, maintaining equality in other features, bigger tonnage means increased cruising radius. Therefore, the *Kent* class are excellent for commerce protection. But these five ships have been used to reconstitute the 5th Cruiser Squadron in China, and for the sort of work which the British Navy has had to perform in China during the past two years they are much less suitable than the smaller, lighter-draught vessels they have replaced. In peace time, of course, cruisers often have to fill an exiguous role. This necessitates a degree of 'versatility' which presents an eternal problem in compromise."

"The *Kent* of 1928 is as much exposed in her vitals as the *Boadicea* of 1908. The only real distinction between the two is that *Kent* is armed as a fighting ship and *Boadicea* was not. I suppose we may attribute to the experience of the Great War the present-day tendency to lay stress upon the aggressive cruiser as distinct from the protective cruiser. I cannot recall this differentiation in pre-war days, unless it is argued that it was established by the difference between the armoured cruiser and the protected cruiser.

"The cruiser has lost her traditional value as the descendant of the frigate, 'the eyes of the Fleet.' We no longer talk of 'cruising'—Reconnaissance has now taken to the air. On the other hand, the cruiser has gained in value as a protector of trade. Trade is more vulnerable to attack than ever before, and, although war has always been aimed at affecting economic exhaustion, the naval struggle of the future will concentrate upon this more strenuously than ever in history. The fleet cruiser was primarily regarded as a reconnoitring vessel down to the development of the aircraft carrier. To-day she appears to be primarily regarded as an 'aggressive' cruiser."

With the exception of a few prominent ones, the women of China take unto themselves the surname of their husbands when they marry, but not as, say, Britons do. The best known exceptions are Soong Hing-ling (the widow of Dr. Sun Yat-sen), her sister Soong Mei-ling (Mrs. Chiang Kai-shek) and Ho Hsiang-ying (the widow of Liao Chung-tai, who was assassinated).

Whereas a British woman becomes Mrs. Smith if her husband's surname be such, the Chinese woman is known as, for example:—
If her own surname is Brown and her husband's is Smith Smith-Brown-She, or, again, if her surname is Wong and her husband's Chan, she becomes Chan Wong She, although a few do retain their maiden surname and "child" names for business and other purposes.

Discussion on whether a Chinese woman should adopt her husband's name has arisen and Mrs. Sophia Chen-Zen, one of the leaders of the women intellectuals of Peking, writes:—
"In my personal opinion, I believe that so far as social conveniences and legal necessities are concerned, a married woman ought to use her husband's name until her time has come when her legal, social, and economical status has been entirely revolutionised. But when a woman does something independently, whether in the realm of action or thought, whether it be intellectual or artistic, she may use her own name even after her marriage, unless she, herself, prefers to use that of her husband's."

A number of Royal Naval officers have been appointed to the China Station and, by the time this appears in print, will be on their way to Hong Kong if they have not arrived already. The appointees are:—
Commander J. M. Porter to H.M.S. *Scorpio*, destroyer, on Feb. 1, in command.
Commander N. L. Veresmith to H.M.S. *Thracian*, destroyer, on Feb. 1, in command.
Lt.-Comdr. H. F. Waite to H.M.S. *Stormcloud*, destroyer, on Feb. 1.
Lt.-Comdr. J. D. F. Dowse to H.M.S. *Berwick*, from date of arrival on Station.
Lieut. V. I. H. Mylius to S/M L. 4, from Jan. 8.
Surgeon Lt. E. W. Graham, M.B., Ch.B., to H.M.S. *Iroquois*, from Jan. 15.

The L. 4, it will be recalled, was commanded by Lt. (now Lt.-Comdr.) F. J. C. Halahan when she sank the Chinese s.s. *Irene* at Bias Bay because pirates who had taken control of the vessel refused to swing to when challenged. Lt.-Comdr. Halahan, after being vindicated by the Admiralty and in the Supreme Court here, has gone home. Lt. Mylius, as will be seen from the preceding paragraph, is now in command. The L. 1, L. 2, L. 7 and L. 8, which have been in reserve at Chatham, are ordered to be scrapped this year. They were laid down in 1916 and the first two were known originally as E 57 and E 58. All four were in service during the last few months of the War. They were sent out here as part of the 4th Submarine Flotilla (now reduced in numbers) and recalled home last year.

Concern is felt in Hong Kong about the trouble at Chefoo where a number of children from this Colony go to school (China Inland Mission School) from time to time. The root lies, it seems, in the attempt by some Northern Generals who were routed last year to raise their standard in the east of Shantung province. In which connection the following from a Service paper at Home makes interesting reading:—It is not as yet known whether the disbandment conference which is being held at Nanjing will achieve any definite result, but, locally, opinion is not sanguine. It is there believed that the adherence of Manchuria to Nanjing may intensify the rivalry of the military leaders. The Fengtien authorities are expected to join the Kwangsi faction against Chiang Kai-shek and Peng Yu-hsiang. It is further reported that a conference of the defeated leaders, including Wu Pei-fu, Sun Chuan-fang and Chen Chiung-ming (Chan Kwing-ming of Waichow) is being held at Dairen for the purpose of recovering their lost possessions.

A public ricscha in Shanghai costs the "hong" (the owner is called a "farmer" in Hong Kong) about \$70; but the price is higher here. Three coolies share the 24 hours' day up there and pay \$1 between them, of which 55 cents goes to the hong, says the *China Critic*, and the remainder to the coolie.

Whereas comparatively little damage by fire was caused by five fires which broke out in Hong Kong during China New Year, one blaze at Canton was responsible for the destruction of 14 houses. Many streets up there, of course, are much narrower than those down here and comparison serves no purpose. According to a report just published by the Canton Fire Department, the total loss from fires in 1928 was approximately \$2,500,000. The monthly list follows:—

The following have been awarded the Royal Naval medal for long service and good conduct:—
Chief Engine Room Artificer (2nd class) W. H. Line, H.M.S. *Tamar*;
Shipwright (2nd class) W. H. Pascoe, H.M.S. *Bluenell*;
Petty Officer W. J. Yeates, H.M.S. *Hermes*;
Stoker Petty Officer A. R. Munell, H.M.S. *Bluenell*;
Leading Seaman W. R. Harvey, H.M.S. *Cumberland*;
Leading Stoker W. C. Bradford, H.M.S. *Kent*;
Able Seaman R. A. White, H.M.S. *Hermes*.

compradore and the head coolie. In Hong Kong, two coolies do alternate shifts of 12 hours each and pay between them about 60 cents to the farmer, who pays the licence. So that the coolie seems to be better off here than in Shanghai. But it is necessary to know what they earn before comparison can be drawn. I quote the following from the *China Critic*, which advocates municipal administration of the ricscha monopoly.

"The ricscha, though it is employed by all classes of people, rich and poor, Chinese and foreigners, is the filthiest vehicle one can find in Shanghai besides the primitive wheelbarrow, and its puller one of the most miserable specimens of humanity. It appears to us that municipal ownership of the ricscha may be most desirable both from the standpoint of public health and from the standpoint of the welfare of the ricscha coolies." In a previous issue, the *Critic* said that ricschas in Japan and Hong Kong "though business there is decreasing," are exceptionally clean. There is no reason under the sun why ricschas in Shanghai, the premier port of the Orient, cannot be kept equally clean, if not cleaner, the writer adds.

If we are correctly informed as we have reason to believe we are (the article continues), a certain ricscha hong in Shanghai controlling 3,000 licences and therefore owning 3,000 ricschas, nets a monthly profit of \$15,000. Yet the ricschas it lets out to the coolies are dirty and poorly furnished. On rainy days the riders are bound to get wet. Since the total number of licences for Shanghai is limited, there is hardly any competition to make it necessary for the hong to provide better and cleaner ricschas. The situation may be remedied if the vehicles were owned by the municipality on some practical basis, as the situation must be remedied as the ricscha is one of the best agents for the spread of diseases.

"For the welfare of the ricscha coolies, municipal ownership of ricschas seems also desirable. The ricscha coolie is utterly ignorant and in many cases destitute, living from hand to mouth. His life deserves public sympathy, for it is no better than that of a beast of burden. Rain or shine, he trots and sometimes totters along. There is no rainproof uniform supplied him by the hong, and in the hot summer not even a native straw hat is provided him. Such is not the case in Japan, for instance. Furthermore, mercenary owners do not hesitate to take advantage of his ignorance and helplessness. If the municipality cannot own ricschas, it can at least take collective action to force the hong to provide better ricschas at the penalty of losing their licences."

Whereas comparatively little damage by fire was caused by five fires which broke out in Hong Kong during China New Year, one blaze at Canton was responsible for the destruction of 14 houses. Many streets up there, of course, are much narrower than those down here and comparison serves no purpose. According to a report just published by the Canton Fire Department, the total loss from fires in 1928 was approximately \$2,500,000. The monthly list follows:—

	No. of Buildings	Fires	Damaged.	Lost.
Jan.	18	55	0	2
Feb.	18	195	2	1
March	6	6	1	1
April	10	61	14	0
May	5	49	14	0
June	6	5	0	0
July	8	23	0	0
Aug.	6	16	4	2
Sept.	13	270	2	0
Oct.	26	262	0	2
Nov.	6	9	2	1
Dec.	20	298	1	1
Total	132	1,249	27	

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Leading Seaman W. R. Harvey, H.M.S. *Cumberland*;
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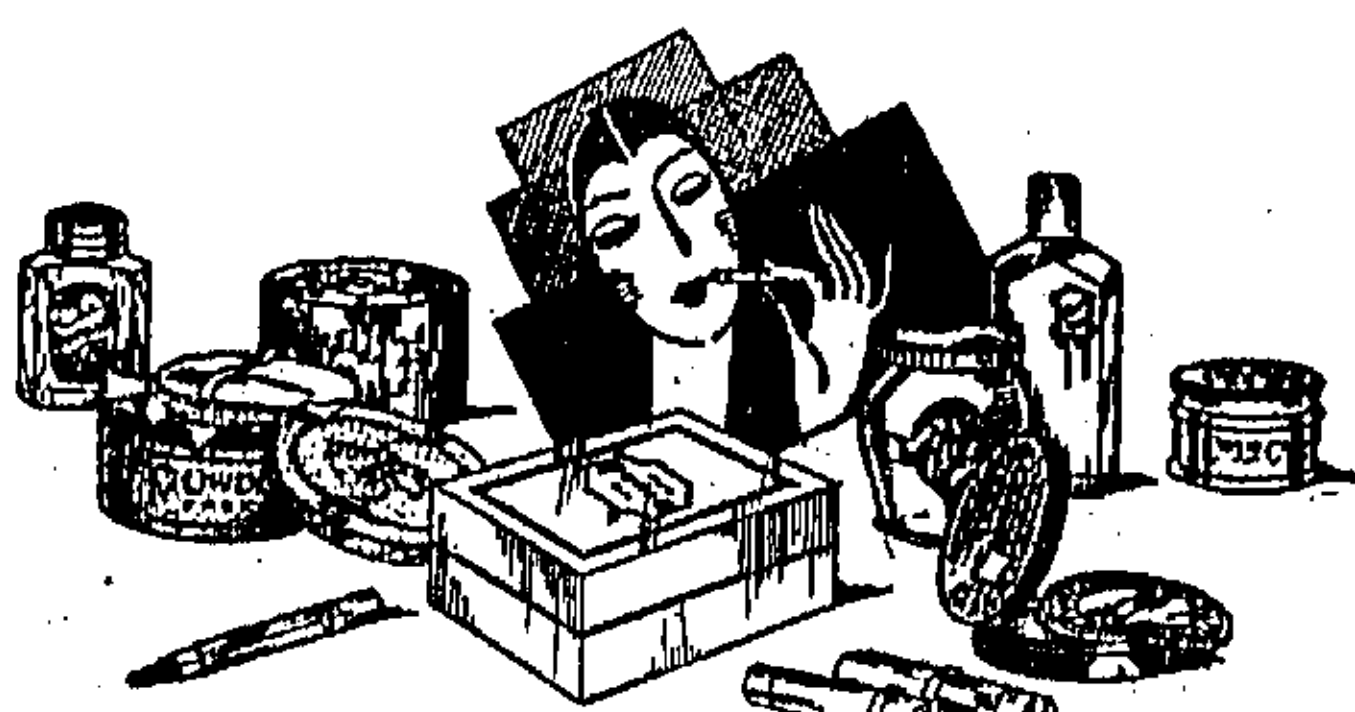
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HONG HONG, SUNDAY, FEBRUARY 17, 1929.

Crossing The Harbour

WITH the record of a successful year—as evidenced by a
dividend of two dollars and a bonus of one dollar and fifty
shares per share—the Directors of the Star Ferry Company can be
expected to take a fairly broad view of a question that has been
agitating the public mind for a considerable time. That question is
the proposed vehicular Ferry service connecting the Island and
the mainland.

At the annual meeting of shareholders in the Star Ferry Co.,
Limited, on Friday, the Chairman (Mr. D. B. F. Beith) made some
reference to this topic. He remarked that it was becoming more
evident daily that such a vehicular Ferry service, providing trans-
portation not only for motor cars and joy riders but also, and more
important, meeting the growing demand to facilitate the movement
of various kinds of merchandise and cargo across the harbour, would
be beneficial to the Colony. The question as to whether it was in
the best interests of the Star Ferry Company to branch out into an
extensive development of its service of this nature called for careful
investigation. The matter was once again receiving the careful
consideration of the Directors.

In regard to the policy of the Government the Chairman added
that he was given to understand that, owing to other and more
urgent needs in the public interests of the Colony, the Government
does not see its way at present to contribute anything toward such
a service. The Government, however, is prepared to consider
favourably any scheme which may be put forward with a view to
the inauguration of a combined vehicular and passenger service
between terminal points on either side of the Harbour.

From this apparently semi-inspired statement it may be pre-
sumed that, if the Star Ferry Company so decided, the Government
would not likely frown on an application for permission to inaugurate
a combined vehicular and passenger service across the Harbour.
The public is not likely to worry over the grant of a monopoly to any
private enterprise, provided that it can give the required service. In
some old year or other there must inevitably be another trade boom
in the Colony, which cannot always tread the anxious path of depres-
sion. For those prosperous years ahead of us some practical pre-
paration must be made. If the combined vehicular and passenger
service is to provide all the advantages to trade of which we have
heard so much, why cannot some private enterprise get on with it?
Is it not time that mere theorising in regard to this vital problem
were relegated to the past?

If, after the promised careful consideration, the Directors of
the Star Ferry Company are inclined to be ever so little optimistic
of the prospects of success, they would be well advised to place the
question for ultimate decision before the shareholders as speedily
as possible. A combined vehicular and passenger service has got to
come. With their long experience of passenger services it appears
almost natural that the Star Ferry Company should itself develop on
the lines indicated rather than leave it to some other private venture.
The Chairman of the Star Ferry Company has deemed fit to refer to
the matter at the annual meeting of his shareholders—the public
therefore, will look to him to say considerably more before the
similar meeting twelve months hence.

HONG KONG FAIRY STORIES

Those who possess \$100 notes,
regarding which a warning was
uttered a few days ago, are giving
them away in case they should be
of the forged variety.

The "Share Sensation," men-
tioned in the papers recently,
doubtless referred to big business
being done in Ice House-street.

The regulation on the Star
Ferries prohibiting spitting is
most zealously enforced.

The organisers of the various
whist drives will give away joss
paper as prizes during this week.

The Mayor of Taiipo has chal-
lenged the Mayor of Kowloon
Tong to a duck-weight for
inches.

The winner of the local Derby
is already public property.

The winner of the forthcoming
Derby Sweep has already booked
his passage Home.

THE "HERALD" CALENDAR

Feb. 18, 1923.—Captain
R. B. Khare, I.M.S., appointed
"Ophthalmological Specialist" to
the troops in Hong Kong.

Feb. 20, 1924.—Death of
Bishop of Pozzoni, Vicar Aposto-
lic of Hong Kong.

Feb. 20, 1918.—Mr. A. F. Chur-
chill, First Assistant Director of
Public Works, Hong Kong, re-
tired.

Feb. 21, 1914.—Hong Kong
A.D.C. Centenary Production.

Feb. 22, 1907.—Mr. H. R. B.
Hancock appointed unofficial
Justice of the Peace.

Feb. 23, 1857.—Steamer
"Queen" pirated and burned.

The location of the Taiipo
Market garbage heap has been
moved to the north-west side of
the river in order to admit of the
erection of a petrol supply pump
on the old site, the presence of
which dashes to the ground all
hopes of the Incinerator ever
being erected.

A British Gesture

In his address at the biennial
conference of the China Medical
Association held in Shanghai
from February 7 to 13, Dr.
Arthur Woo stated that since
they met last they had news that
a portion of the Boxer Indemnity
to be returned to China is to be
used for the advancement of
medical science in China. "If this
is definitely decided upon," added
Dr. Woo, "as medical men we
shall be more than thankful for
this friendly gesture on the part
of the British Government." Continuing, he stated that the
recently formed Lester Founda-
tion for Medical Research in
Shanghai, like the Rockefeller
Foundation in New York, will be
a tremendous boon to the world
in general and to China in par-
ticular. He also congratulated the
trustees of the Foundation on
having appointed such an able
man at its head, in the person of
Professor Earle, formerly of the
Hong Kong University. The Pro-
fessor has working with him a
staff of distinguished scientists,
and the China Medical Associa-
tion wished them every success
in their research work. It is
gratifying to find at a public
gathering of the medical men of
China so ready an appreciation of
the assistance that Great Britain
is always able and willing to give
to the cause of medicine in China.
Britons at Home are naturally
not in a position to appraise that
appreciation at its true worth,
but those Britons on the spot
can. There cannot be too many
friendly gestures between the
British and the Chinese not alone
in the realm of medicine but in
all else that makes for the mutual
uplifting of the nationals of both
nations and that assists in closer
co-operation than ever before in
furthering their common in-
terests.

A Significant Appointment

It is surprising how little
interest has been taken by the
Press of the Colony in the ap-
pointment, officially announced a
week ago, of Dr. W. B. A. Moore
as Deputy Director of Medical
and Sanitary Services. In that
appointment may be seen already
the hand of the new Director of
Medical and Sanitary Services,
Dr. A. R. Wellington, who ap-
pears to be losing no time in get-
ting a grip of his new duties
here. Unfortunate and regret-
table as is the small-pox epidemic
from almost every imaginable
angle, it may eventually prove
something of a blessing in dis-
guise in this sense—that it will
give the new Director an un-
rivalled opportunity of viewing at
first hand the system in vogue
in this Colony of dealing with
epidemics. With outbreaks of
small-pox, cholera, malaria fever,
and even plague, Dr. Wellington
has had personal experience in
Malaya for many years, both re-
garding Tamil coolies on the rub-
ber estates and Chinese coolies
on the tin mines. He will be able
to compare the system there
with that here, and thus will be
in a position to improve on local
conditions where these are found
lacking in any respect what-
soever. Moreover, he will have
the unrivalled advantage of con-
trolling the combined medical and
sanitary services of the Colony
for the first time in its history.
His recommendations and his
work, therefore, will undoubtedly
be watched with the closest
interest in the immediate future.

An Able Magistrate

Much regret will be felt that
the Colony has lost the services
for some months, at least, of the
First Magistrate, Mr. R. E. Lind-
sell, whose tact, ability, and
sense of fair play will assuredly
be missed by all with whom his
official duties brought him into
contact. In his handling of cases,
trivial and important alike, he
has ever brought into play a
degree of common-sense above
the average of Cadets who have
been appointed to the Magisterial
Bench. Only recently his conduct
of the Coroner's inquest on the
body of a Chinese victim of the
ill-fated "Hsinwah" earned the
commendations of "Shipping and En-
gineering," the prominent Shang-
hai weekly journal. That praise
undoubtedly found an echo in
the hearts of all here who follow-
ed the proceedings in the
Coroner's Court from day to day.
If it failed to find expression in
public print it may have been
because the local public is so ac-
customed to the admirable work
of Mr. Lindsell, both as Magis-
trate and Coroner, that it takes
very much for granted. Outside
his official duties, Mr. Lindsell
has been for many years Presi-
dent of the Kowloon Cricket
Club, where no function or
gathering can be considered com-
plete without his presence. As a
keen cricketer and lawn tennis
umpire his services have always
been in much demand. The en-
tire community will sincerely join
in wishing him success in his
annual examination at the Bar at
Home, a pleasant holiday there-
after, and a safe return to the
Colony wherein he has been such
a popular figure for many years.

WHAT THING

by
"CAN DO."

Another New Year! We are now em-
broiled in another Chinese year, for
better or for worse, most probably the latter, and if we
are careful and avoid extravagance
most of us ought to find ourselves
only a few pounds more in debt
at the end of January, 1930, than
we are at the moment, but it will
mean we shall have to be very
frugal in our habits, and not go
to the movies more than four
times a week. Mind you, some of
our people start the Chinese New
Year badly and never really re-
cover from the false start. There
is a resident of Kowloon who
awakened at noon on Chinese New
Year's Day and after a hearty
breakfast of a couple of aspirin
tablets and a glance at the "Sun-
day Herald," told his wife that he
felt as fresh as a daisy which had
been trodden on, and if he could
rest quietly for the next fortnight
without being worried he thought
he might feel fit enough to go
away for a holiday. That is one
of the perils of the Colony—some
of the beverages which people ab-
sorb at this time of the year taste
like sandpaper and are just as
useful for polishing granolithic
verandahs as for letting in the
Chinese—or the foreign—New
Year. Some of it bears a strong
resemblance to liquid lightning,
and unless taken in purely medi-
cinal doses—a meal to be taken
three times a day between doses—is
liable to loosen the ears and cause
warts and get you a bad name
with the neighbours.

Most of us have been
Antique searching Paddy's
Shops market during the
Chinese New Year for
antiques and curios, followed by
the tourists of the "Empress of
Australia" and the "Belgenland"
on a like mission here and in Can-
ton a friend at Home writes in
this connection: One of the prin-
cipal things I remember about
Totnes is that it seems to contain
more antique shops than any other
place of its size in the British
Isles. When I use the word "an-
tique" I employ it with a certain
amount of reserve, because, at the
present time, most of the brass
factories in Birmingham and the
continent seem to be working over-
time in turning out "antique"
brasses. And every dealer is not
so honest as the lady I met at
York, who assured me that she in-
variably told her customers which
was genuine and which a repro-
duction. "I wouldn't let anyone
leave my shop with a reproduc-
tion," she said, "if they were
under the impression that they
had secured a genuine article, I
always tell them." Assuming that
the lady does not protest too much
she is fortunate in having a suffi-
ciency of antiques to go round. I
am sorry to say that the windows
of the Totnes antique dealers con-
tained many reproductions; but I
am able to set your mind at rest,
Sir, by assuring you that com-
merce in "old" brass did not in-
trigue me.—Some of us may—
horrid thought!—have purchased
some Totnes brasses at Paddy's
market during the past week!

Under prevailing
conditions, I do not
see that there is the
slightest necessity
for rejected suitors to resort to the
wilds of Taiipo or Africa in search
of adventure and oblivion. This
thought has possibly occurred to
an Indian cyclist who, having
ridden with three companions all
the way from Calcutta by way of
Persia, Turkey, Austria and Ger-
many, never had an accident until
he reached the Charing Cross-road,
where he was charged by and
swept on to the bonnet of a wild
taxi-cab. Folk can live as dan-
gerously in England as anywhere
else, and often have to do so much
against their will. The rural re-
sident (as in the New Territories)
can always take his life in his
hands by going for an evening
stroll along any neighbouring
highway and dodging the glaring
headlights of the cars that miss
him by inches on either side, while
the Londoner may risk his neck by
crossing Oxford-street on a greasy,
skiddy day, or his reputation by
sitting under a tree in Hyde Park
in the evening.

If nobody agrees
Twenty-four about motor legis-
lation there is at
least fairly gen-
eral approval for the Astronomer
Roy's suggestion that for the
purpose of transport time-tables
we should resort to the twenty-
four-hours' system in use on the
Continent. The British have been
so intensely conservative about
their money and weights and mea-
sures (a source of constant be-
wildering and exasperation to
foreign visitors) that it is surpris-
ing to find such a ready approval

for the idea that the 10 p.m. train
should henceforth be known as
the 20h. The innovation would
simplify travel enormously with-
out interfering in the least with
domestic habits of talk about time.

There are, of
course, people who
can read the time-
table at Kowloon
Railway Station and tell you in a
few seconds the best train from
Kowloon to Canton, while you are
still aimlessly wondering where to
start on the puzzle, but these are
few and far between. Most of us,
especially when confronted with one
of those huge sheets posted
up at railway stations, get all hot
and bothered trying to distinguish
between the "a.m.s." and the
"p.m.s." and the new arrange-
ment would be a great improve-
ment on the various modes, from
Italics to asterisks at present in
use to remind us that a journey
begun in the daytime may end in
the night. It is doubtless too
much to hope that we shall soon
send our dollars and cents and
hundredweights into the limbo
that has swallowed the frkins and
the punchcoons, but in this matter
of recording time we have a
world-wide reputation to maintain.
Greenwich has long given its re-
cognition to the rest of the globe and
Summer Time was a British in-
vention; we can well risk a fur-
ther step by giving the British
traveller a 24-hour day. I must
see what Mr. Claxton can do for
us in this Colony.

Hong Kong resi-
dents going Home
should be interest-
ed to know that the
most wonderful
hole in London has vanished and
simultaneously the problem of
"Where has that boy got to?" is
still further complicated. The new
Piccadilly Station has been opened.
The hole, of course, was
beneath the spot where Piccadilly
stood and where, we all hope, he
will soon stand again. All the ex-
cavated material from shafts and
subways and corridors came up
through that hole, and all the iron
walls and brick and stone work
and the machinery for the eleven
escalators were lowered into it.
No hole in any street can ever
have performed such remarkable
service. Now it is covered over
and Piccadilly Circus looks very
odd and tidy without it. Already
the memory of it is effaced by the
glories of London's new "wonder-
ground" as it has very appropri-
ately been called. Those of you
who know the Bank Station may
form a faint idea of what the Pic-
cadilly Station is like, though the
latter is on a bigger scale and in
every way more elaborate.

At various points
around the Circus
& His Wife seven stairways,
surrounded by or-
namented bronze railings, invite
you to descend to the great cir-
cular booking-hall. The flood
lighting thrown upwards and
never striking the naked eye is
brilliant yet soft, giving the warm
and soothing effect of sunshine
without its glare. The walks are
lined with resplendent showcases
exhibiting the choicest wares of
the West-End shops. Bookstalls
and cigarette kiosques invite you
to linger. Automatic ticket
machines are ranged in phalanxes.
And all the world and his wife—
and particularly his errand boy—
is there.

This ambulatory
may, surely, become
one more eighth ad-
dition to the won-
ders of the world. As a wet-day
promenade it has the dowdy,
draughty old Burlington Arcade
hopelessly beat. There is a double
row of columns of pinkish scagliola
with bronze capitals. There are
walls of creamy Italian marble.
There are (or will be—only one is
completed) decorative frescoes by
modern artists. And there are the
escalators. If you have been to
the Bank Station you will recall
that all day long there is a fringe
of spectators, two and three deep,
hanging over the railings to watch
the passengers go up and down the
moving stairways.

At Piccadilly, as I
have indicated, the
trysting programme of at-
traction is strongly
augmented. The sta-
tion is designed to cope with fifty
million passengers a year, but the
advance guard is finding a diffi-
culty in pushing a way through
the sightseers. This attractive
spot is bound to become the
favourite trysting place and it will
act as a magnet upon the idler
and prove an irresistible lure to
the telegraph lad with an urgent
message to deliver.

CANTON SECTION.

This section is now being compiled. All firms are requested to send in full particulars, stating names in English & Chinese, Nature of business, Names of Staff, Agencies, etc. All particulars are inserted free of charge except in special cases. Send in your particulars NOW to THE HONGKONG DOLLAR DIRECTORY CO. 3A, Wyndham Street.

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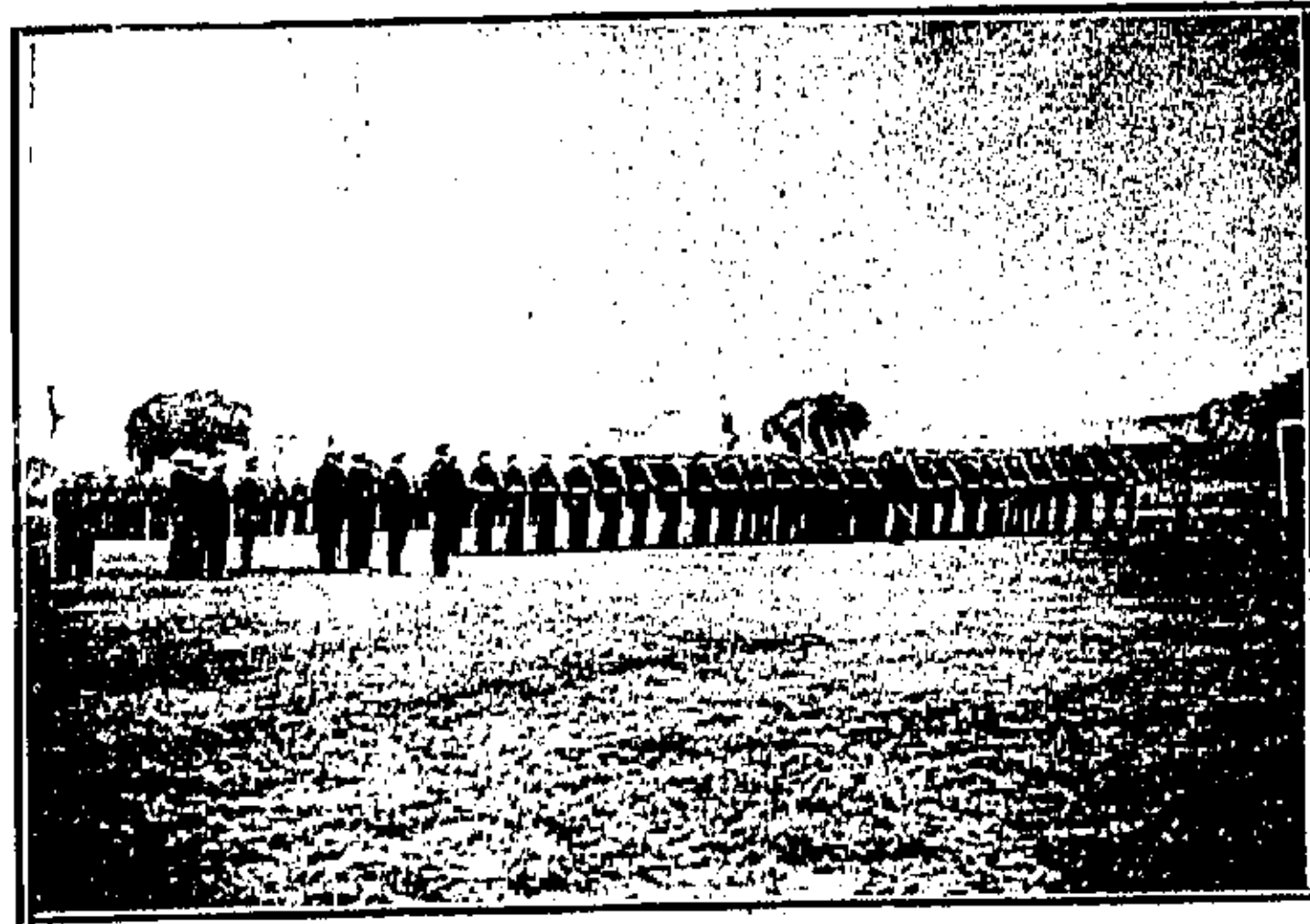
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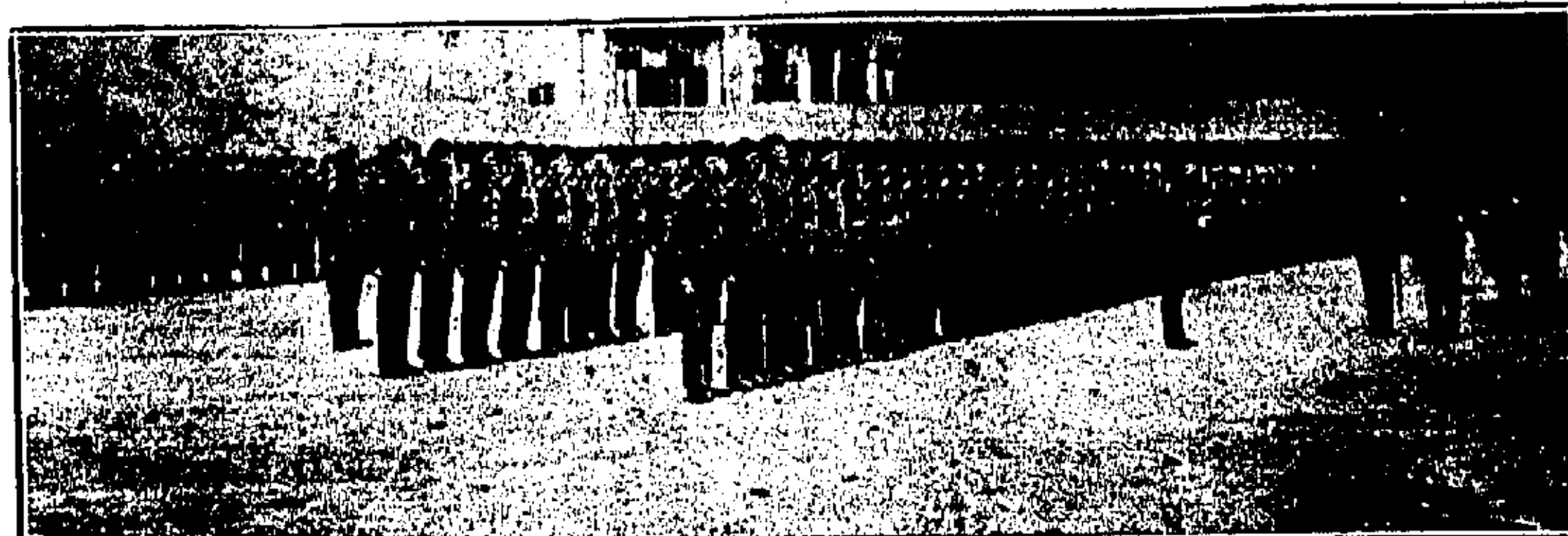
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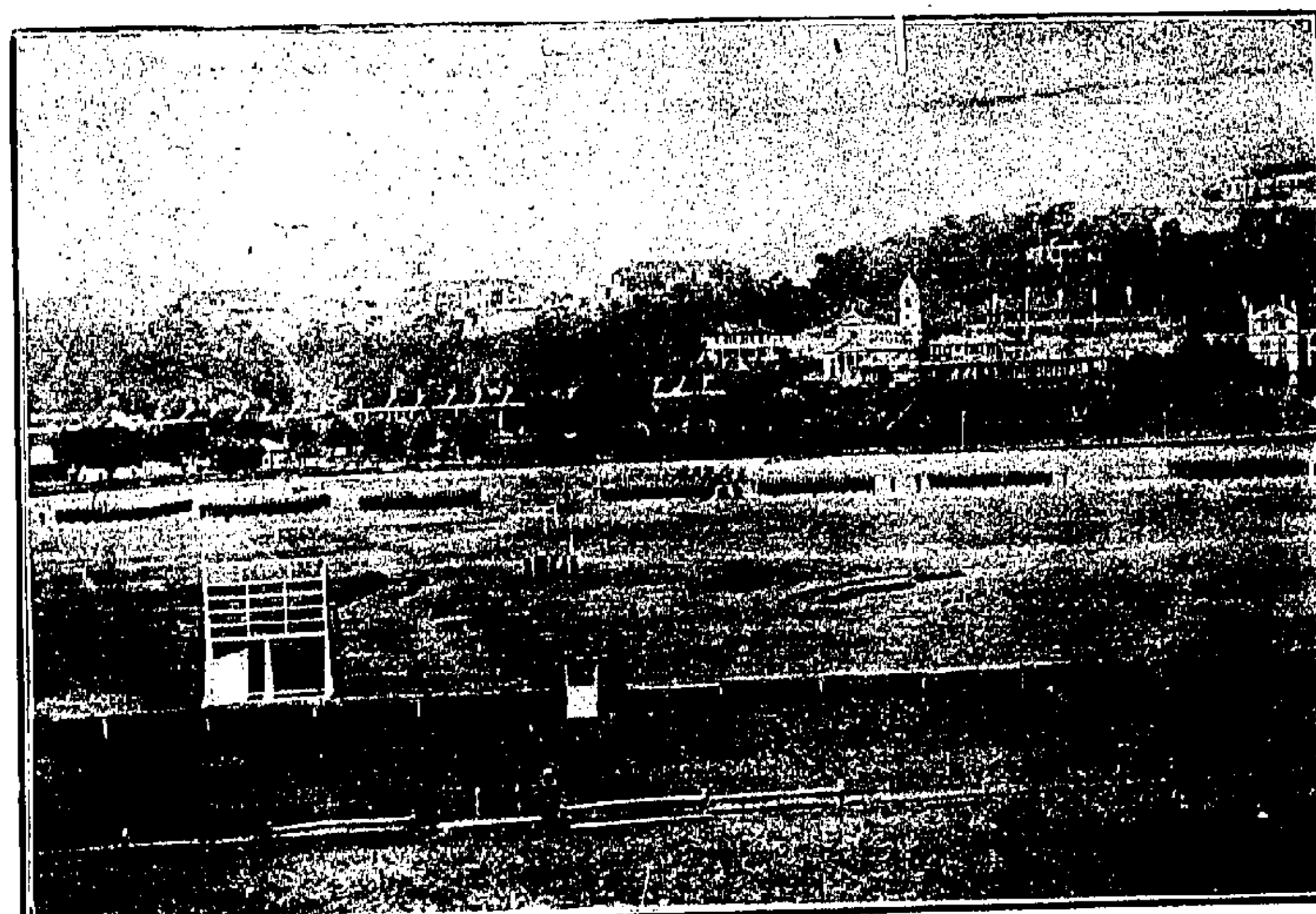
"EYES RIGHT!" — Royal Marines marching past the saluting base at the Happy Valley review held by Vice-Admiral Sir Reginald Tyrwhitt, until recently Commander-in-Chief, China Station. — (Photo by courtesy of the Royal Navy).



EDGAR STANMORE. — A comedian of high repute who helps to make the New Banvard Musical Comedy Co. a great success. At the "Star" Theatre, Kowloon, for a short season until Thursday.



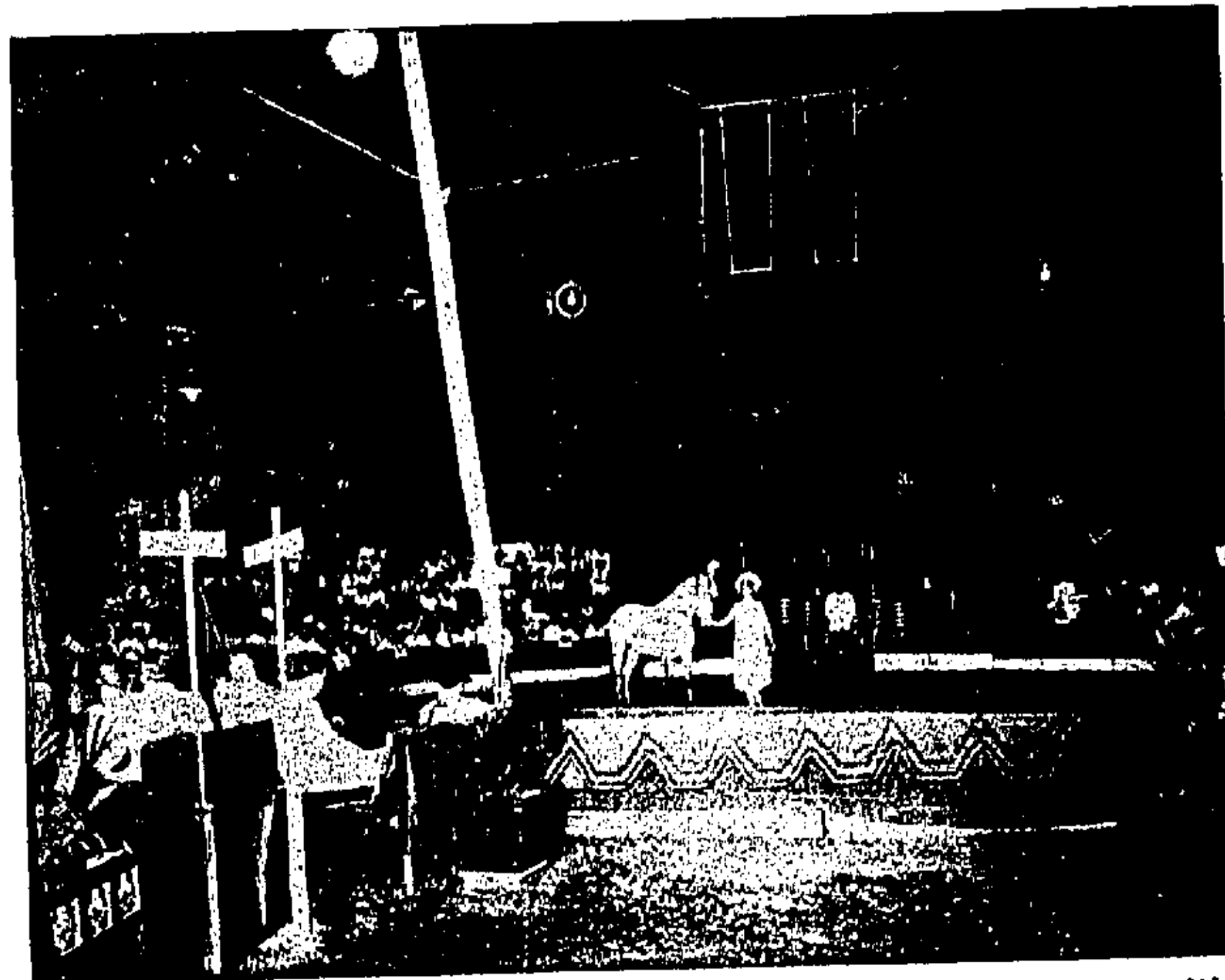
FAREWELL TO H.E. THE G.O.C. — The 2nd Batt. King's Own Scottish Borderers being inspected on Murray parade ground on Feb. 11 by Major-General C. C. Luard, C.B., C.M.G., who is on extreme right of photo, with officers of the battalion. — (K. Fujiyama).



RARE OCCASION. — The review held by Vice-Admiral Sir Reginald Tyrwhitt at Happy Valley before his departure from the China Station where he had been Commander-in-Chief for two years. — (Photo by courtesy of the Royal Navy).



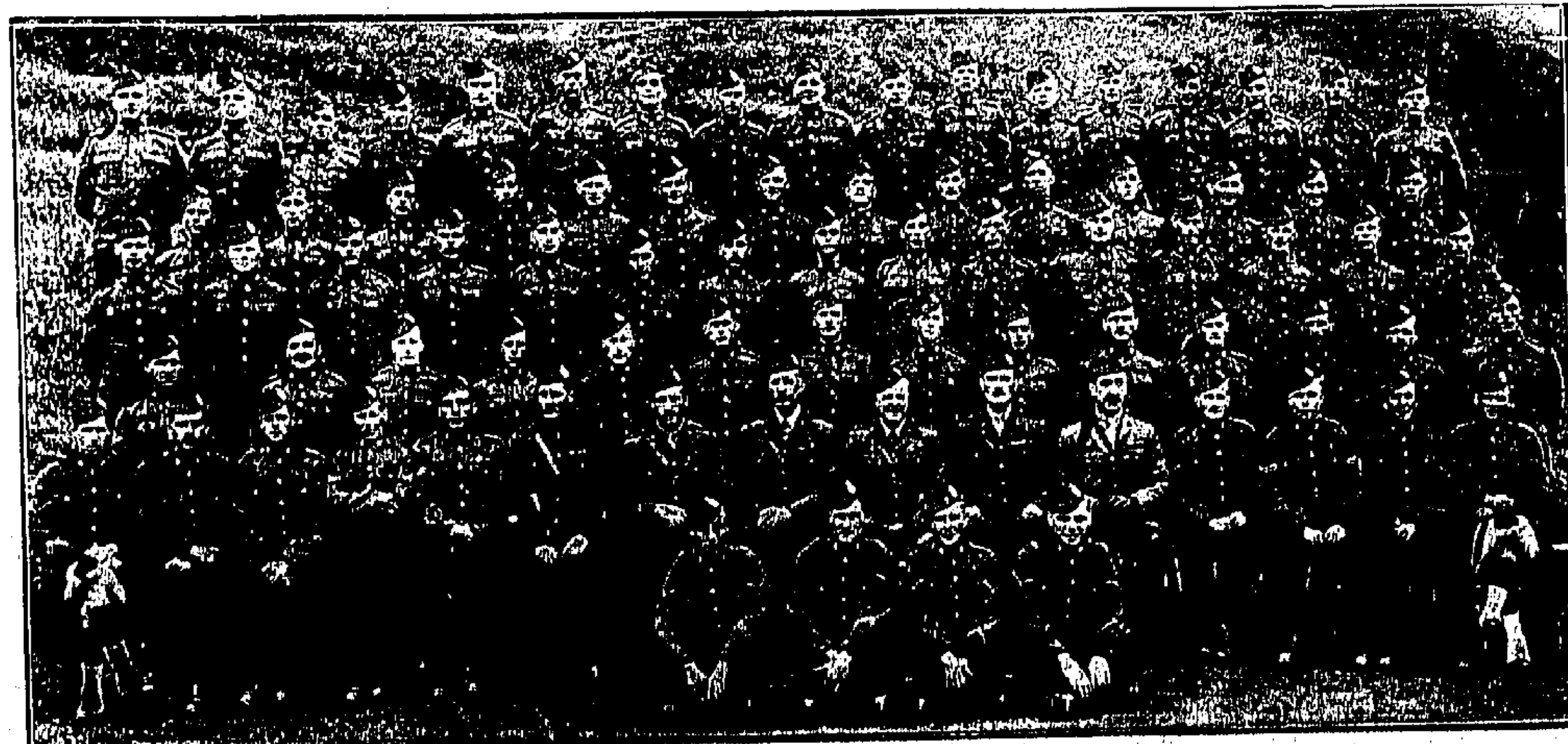
MUCH ADMIRER. — "King," one of the many wild animals in the menagerie of Harmston's Circus at the Praya East reclamation, now drawing large crowds.



MRS. HARMSTON. — At the Circus on the Praya East reclamation, with her performing pony, "Dicky."



HONG KONG GIRL. — Miss Cherry Wylmott, of the New Banvard Musical Comedy Co. She is the daughter of Mr. O. B. Wilks. As a child she showed abundant promise when living in Hong Kong.



CORPORALS MESS. — Of the 2nd Battalion, the King's Own Scottish Borderers, taken at San Wai camp, New Territory. Seated in the centre of the front row is the officer commanding, Lt.-Col. L. J. Comyn, C.M.G., D.S.O. — (K. Fujiyama).



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NEW DAM. — The pool on the site of the proposed new dam at the Shing Mun waterworks.



HONG KONG'S INTERPORT SOCCER TEAM. — Which defeated Shanghai by 3 goals to nil: Clarke; Wynne, Bishop; Everest, McKelvie (captain), Lam Yuk-ying; Barkham, Fung King-cheung, Gosano, Suen Kam-shun, Caldicutt. — (Photo by courtesy of Mr. Charlie Wong).



SHANGHAI'S INTERPORT SOCCER TEAM. — Which lost to Hong Kong by 3 goals to nil: David; Palmer, Wilson; Pote-Hunt, Gash (captain), Costa; Favacho, Sinclair, Wright, Turner, Stokes. — (Photo by courtesy of Mr. Charlie Wong).



WATER SCHEME. — The present intake at Shing Mun, in the New Territory.

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Nice Coat



A charming black and white coat with slender lines. The collar, cuffs and belt are trimmed in black fur, and so are the pockets.

"MAGIC OF POISE"

ENSURE BOTH PHYSICAL AND
MENTAL UPLIFTMENTS

In another article (The Magic of Poise) poise was emphasised as necessary to mental well-being. How is one to undo bad habits, and form new and better ones? The first requisite for good poise is strength of muscle and ligament, and absolute control of them mentally. It is useless to square one's shoulders and hold one's self rigid if the muscles of chest and waist are weak. Such effort is tiring and harmful. Tension is a drain on the nervous energy.

The muscles of the leg, chest, and back can be trained to do their work with unconscious ease by the practice of a few very simple exercises. Always start in the correct attitude, body weight centred on the hip joint and the

balls of the feet, heels lightly pressing the floor.

Control of Muscles
Lift the heels from the floor, raise the body as high as possible on the balls of the feet, then slowly bend the knees and sink slowly down to a sitting position on the heels, hands hanging straight down and touching the ankle bone, back straight. Then raise the body to its former erect position. Count ten when sinking, and ten when rising, making one continuous smooth movement. Do this twice only—it is strenuous—at convenient times during the day. When you can do it as it should be done, a book placed on the head will stay put! As you become expert the count may be lengthened to 60. Test your movements once or twice weekly in this exercise to see if you are preserving your strength and smoothness of movement. Remember that the head, back, and arms should be in a perfectly straight line (the body must not be tipped forward), and the heels must be off the floor. Your weight is then centred, and the correct carriage of your body assured.

Control of Mind Over Body

Mental control plays a large part in physical action—each exercise must involve concentration by the mind on the muscles in use. In the shoulders merely following the line of the bend, and not themselves dipping. Stand correctly, heels together, and hands clasped at nape of neck. Bend your body to the left as far as possible, and then to the right, keeping your head pressed back slightly, and your knees straight. Raise the chest up when erect. This exercises the muscles in your side and the abdominal wall, and is splendid for preserving slim loins and youthful waist-curve.

Muscle Stretching

Now try some stretching exercises. To quote an eminent teacher of Greek balance movements, "the preliminary condition for all perfectly balanced movement is that of full stretch." Begin by placing the feet close together, the line of the feet touching from heel to toe, weight well forward upon the balls of the feet; no weight down to their full length at sides, fingers together but fully extended. This draws the body muscles upward, lifting the whole frame away from the hip-girdle. Then raise upwards upon the balls of the toes as high as possible, with neck stretched, knees braced backwards, diaphragm in. Breathe in deeply then relax. Simple, is it not?—to read! But it will search out muscles you had not realised you possessed before. Whilst on tiptoe raise the arms sideways at shoulder level, hands turned backward, and push. Push ten times with the chest and shoulder muscles, moving the arms but slightly. Relax, then

(Continued at foot of Next Column)

Elaboration of the Evening Mode



The return to elegance is most elaborately illustrated in the formal evening mode. Gowns and wraps reflect the trend towards femininity and stress beauty of movement and line. Fabrics play an important part, too, and the elaboration of the trimming is also an important point in achieving formal chic.

There are a few general points which are emphasized in the present-day mode, but in general the very widest choice is given and individuality is as important in its maintenance as general style. The flat neckline is greatly used and is extremely effective in the rich broads, velvets and moires which

do the same again, only this time with palms downward, and pushing downward. Relax, then extend the arms in front of the legs, hands bent upwards, and push to the floor, keeping the shoulders and body still. In the course of these stretching exercises cramped nerves and blood vessels will obtain relief, and an upliftment of mind will result. As one pupil expressed it, "You will feel as though you wanted to sing!" full of confidence, ready to go blithely and bravely through the day.

You want to look alive and to feel alive, with the body under control and the "heart a nest of singing birds." To achieve balance in movement, very little conscious exercising in the privacy of the bedroom—or even in the kitchen whilst waiting for the milk to come to the boil!—will ensure both physical and mental upliftments.—E. A. Cocker in "N. C. Daily News."

fashion so many of the evening gowns.

The dipped hemline that is so important in formal afternoon dresses is again seen in extreme lengths which almost border upon train effects. In fact the train is an accepted part of many of the elaborate evening gowns which express a return to elegance. The train does not always come from a dipped hemline in the back, but may come from draping at both back and side.

Drapery, on the whole, is one of the most important features of the winter season. Huge bow effects at the back or side are used, while the Egyptian influence is seen in many of the front drapings.

In the type of gown known as the robe de style elegance is of utmost importance. Picturesque details

as well as beauty and colour of fabric play their important parts in creating interesting gowns. The pelum is seen returned to its fashionable effectiveness in this type of gown. The heavy silks, satins, taffetas and moires are best adapted to this type of dress.

In general the colours which are seen in the formal gowns help to determine their loveliness. Sapphire blue, tangerine, tinsel, wine, warm beige and the pastel whites—those waives which just hint at delicate tints of opal shades.

The glitter of laces and the sparkle of jewel trimming may fascinatingly enter the scenes where formal gowns gather.

Lace is seen exerting its strong influence upon the mode. Many of the most pleasing of the gowns are fashioned entirely of lace. The

lace may be soft and conform to the draping ideas of the season, or it may be backed by heavy silks and satins and stand stiffly in the picturesque types of gowns.

Velvet, in all its sheer loveliness, is perhaps one of the most favoured of the winter materials for the draped and formal gown. In all colours as well as black and white it is easily one of the stunning fabrics for gowns of formal elegance.

Wraps, too, are reflecting the feeling of the day and are appearing more elaborate as the season advances. The Russian influence is seen where sleeves are used elaborately and colourfully embroidered sleeves in the Russian manner are featured. Cossock lines in general are used in these coat wraps which attain great splendour.

Whereas elaboration of trimming and cut is seen in many wraps, simplicity is also marked in other models which rely upon gorgeous fabrics and beautiful furs in addition to their own cut. There is always a choice given between sleeveless wraps or those with sleeves. It is entirely a matter of choice as both are smartly exhibited in Paris models. Fur trimming, too, is optional. Huge collars, scarfs, bandings and trimmings are even and then there are also shown models which have collars and scarf effects of their own material. Wraps may be straight in line or intricately cut and draped to conform to the style of the dresses. In fact this season offers the widest choice in formal wraps.

Billie Dove, who appears in gowns and wraps of sensational smartness in First National's "The Night Watch," has in general selected draped effects of exotic appeal as well as the picturesque robe de styles.

NEW LINGERIE

The newest lingerie, though daintily trimmed and made to allow freedom of movement, is still of the slim and sleek order, which clings to the figure and adds no perceptible bulk or weight to the outfit. Silk, crepe de Chine and satin are seen in cream, dead-white, and a lovely range of colours that includes apple-green, peach, pink, blue, champagne, yellow, wine, marine, and the ever-popular beige and ubiquitous black. The lace vogue prevails in respect of garments worn below as well as above. Some of the most attractive "nighties" in silk of a delicate flesh-pink are adorned with deep V-shaped yokes of very good dentelle in a deep cream colour.

More than ever, lingerie is designed to match the outer garments, for which reason the special favour in which beige and brown are held, as well as blue and grey, is easily explicable. Daytime wear must be "matched" with its own lingerie no less than diaphanous dance frocks.

ATTRACTIVE BRACELETS

Oblong plaques of gold, joined together at the edges to form a strip as supple as a ribbon, make bracelets which are worn with simple sports suits. Three shades of gold are worked into a pattern of roses and leaves, a flower appearing on each plaque and making an unusual decoration.

Teatime Costumes



The afternoon frock that goes to teas and luncheons is growing more formal and more feminine in its details. There is a smartness about these semi-formal frocks that gives them an air of sophistication—despite their effort to appear simple and youthful.

The present day mode, with its flares and flounces, its peplums and draperies, its bows and bustles, lends a charming air of femininity to the mode and is best reflected in the frocks of formal tendencies. The sports costumes alone achieve a simplicity of outline. All other fashions are distinctly full of fascinatingly different treatment.

The variety and beauty of the fabrics alone might be responsible for the interest shown the formal afternoon gown. This fact, coupled with the possibilities for individualism, has resulted in costumes of inspired beauty and chic.

Velvets are lovely for the formal afternoon modes in their transparent weaves. The plain velvets are of course the accepted choice with black a leading favourite. Broadcloths in their shining beauty, too, exert a strong appeal while all-over laces, lustrous satins and the stiff, heavy silks such as moire, faille, and peau de soie all lend distinction to the formality of the mode.

These fabrics lend themselves to the important style of dipping hemline in the back, or in the softer fabrics, to intricate draping.

Colours are important and the light shades are attempting to obtain the popularity of black and the darker wood tones. Pale blue crepe de chine has been chosen by Alice White, with pleated flounces, and smart accessories to add to its charm in First National's "Naughty Baby."

EVE

Eve has a beautiful selection of raincoats on display at her Salon in Pedder Street. The Coats are in a large assortment of colours in Art Silk, Satin & Leather, are lightweight and were specially made for this climate.

Crystal and Pearl Motif



White chiffon shading into grey and black is rendered more interesting by the crystal and pearl motif that adorns the creation. The skirt is formed by a series of triangles that fall unevenly to the floor, the formal jacket carrying out the colour scheme by utilising fox fur in the three shades in the muff-effect cuffs.



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ROUND THE GLOBE IN PICTURES.



Goldborough, Yorkshire. The Hon. George Hubert Lascelles, the elder son of Princess Mary and Viscount Lascelles, taking his first lessons in riding. He is now six years old.



A camera study of the beautiful scenery above Adelboden in the Bernese Oberland, Switzerland, where ski enthusiasts found conditions ideal this winter.



Lady Astor, a member of Parliament, and Lady Ravensdale, looking over some of the toys on sale at a show which Lady Astor opened to assist the building fund of the Highway Girls' Clubs at Shadwell, England.



Milton, Mass.—Not the wake of a hurricane, but the unique living "quarters" of an American citizen here who refused the State's offer of compensation for his property. The Government's cyclone followed. The State needed the land for a new road, so it simply cut away the part it wanted—as has often been done in Canton and other Chinese cities. The owner is shown sitting in his living room, awaiting the action of the courts in the case.



Horton Smith, of the Oak Hill Golf Club, Joplin, Mo., putting in the \$25,000 Catalina Island open competition which he won, defeating the British open champion, Walter Hagen, by a stroke. The youthful golfer led a field of famous figures who competed in this first of a series ending in the Los Angeles \$310,000 open championship.



Miss Ruth Elder, the trans-Atlantic flier, who will play with Hoot Gibson in his next picture, "Points West."



Dewain Kent, of Ashton, Idaho, the well-known "musher" and his team of fleet Gordon setter bird dogs, which drew his sled in the Sierra Dog Derby at Lake Tahoe, Cal., from Feb. 10 to 12. Seated on the sled is Tud Kent, brother of Dewain, the most famous "musher" in the world and eight times winner of the Ashton Dog Derby. The brothers are seen at Truckee, Cal., near Lake Tahoe, where both were training their teams for the big race.



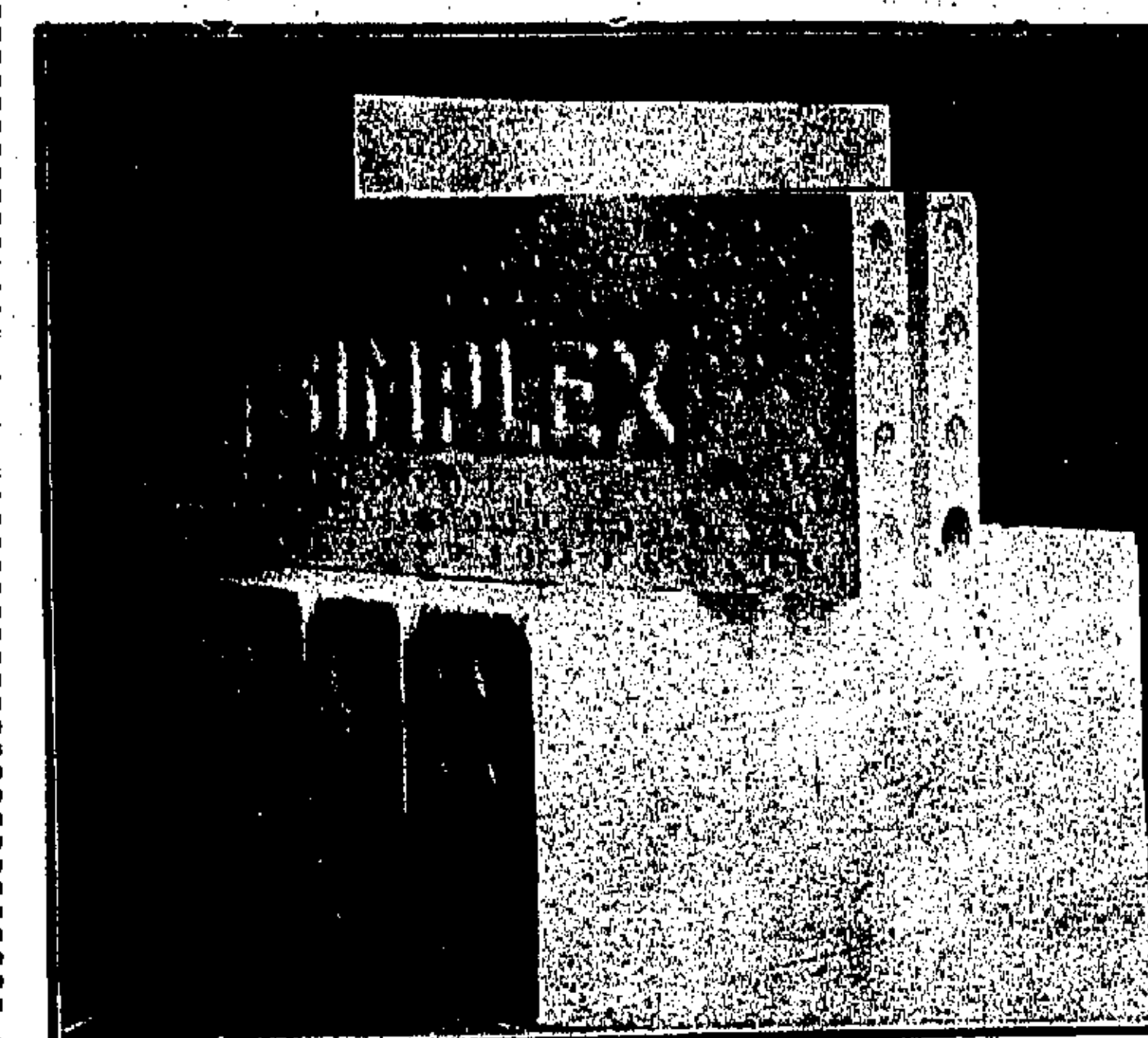
Richmond, Virginia.—Chief Cook (with feathered bonnet), King of the Virginia Indian Confederacy, who presented to Governor Harry Byrd of Virginia a deer, the first game of the season, thereby complying with a law 304 years old, adopted when the Virginia Indians were made subject to the Governor. Governor Byrd is to right of the Chief. The Chief's squaw is to left, and at right, helping to hold up the deer, is Pocahontas, Chief Cook's daughter.



H.I.M. the Emperor of Japan (second from left) stepping aboard his flagship with a retinue of high officials. The greatest naval review ever staged in the history of Japan followed the recent enthronement.

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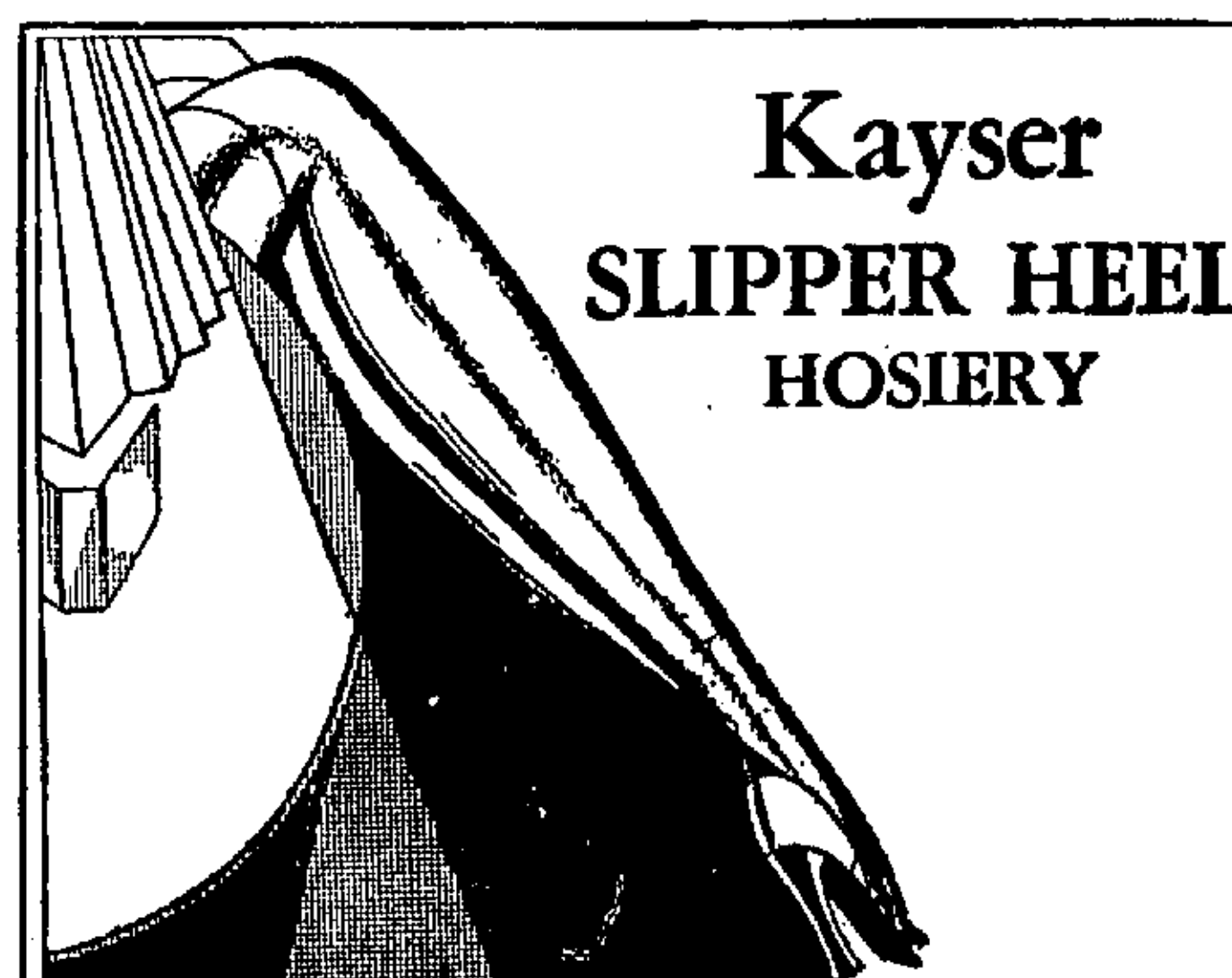


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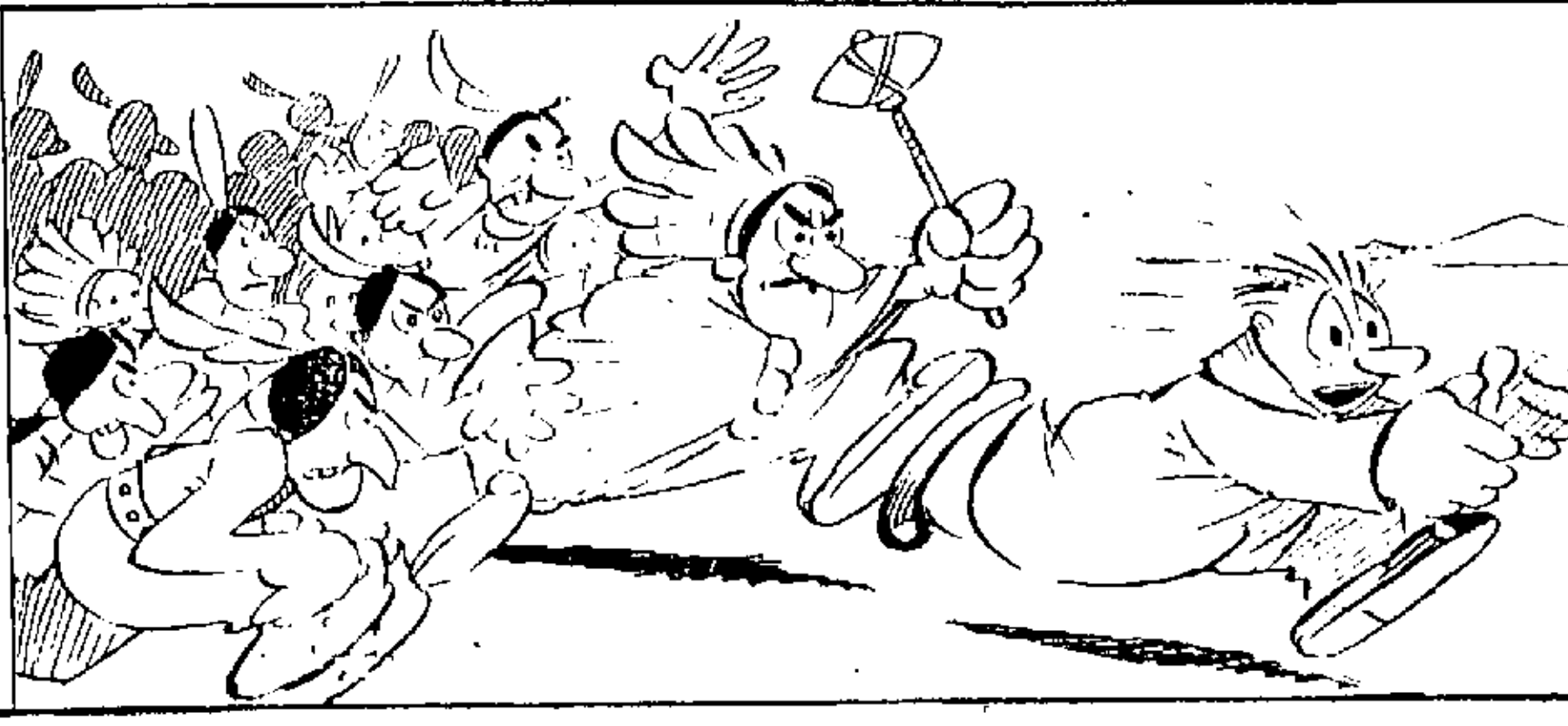
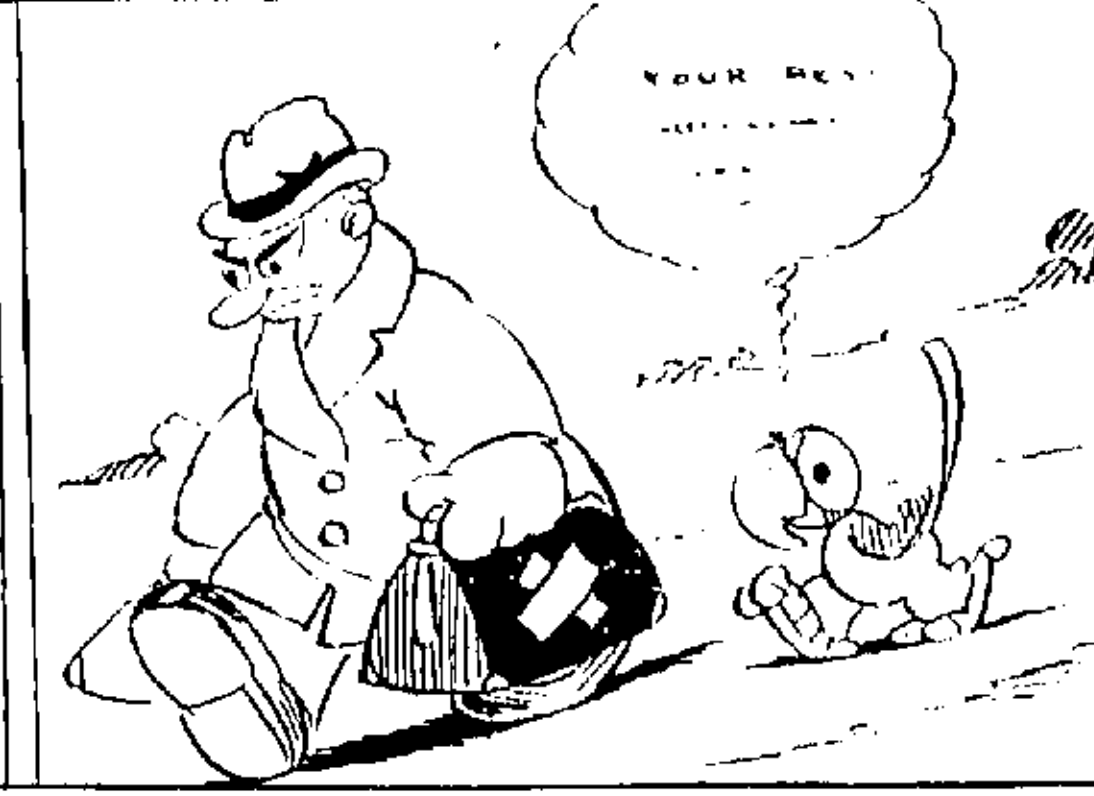
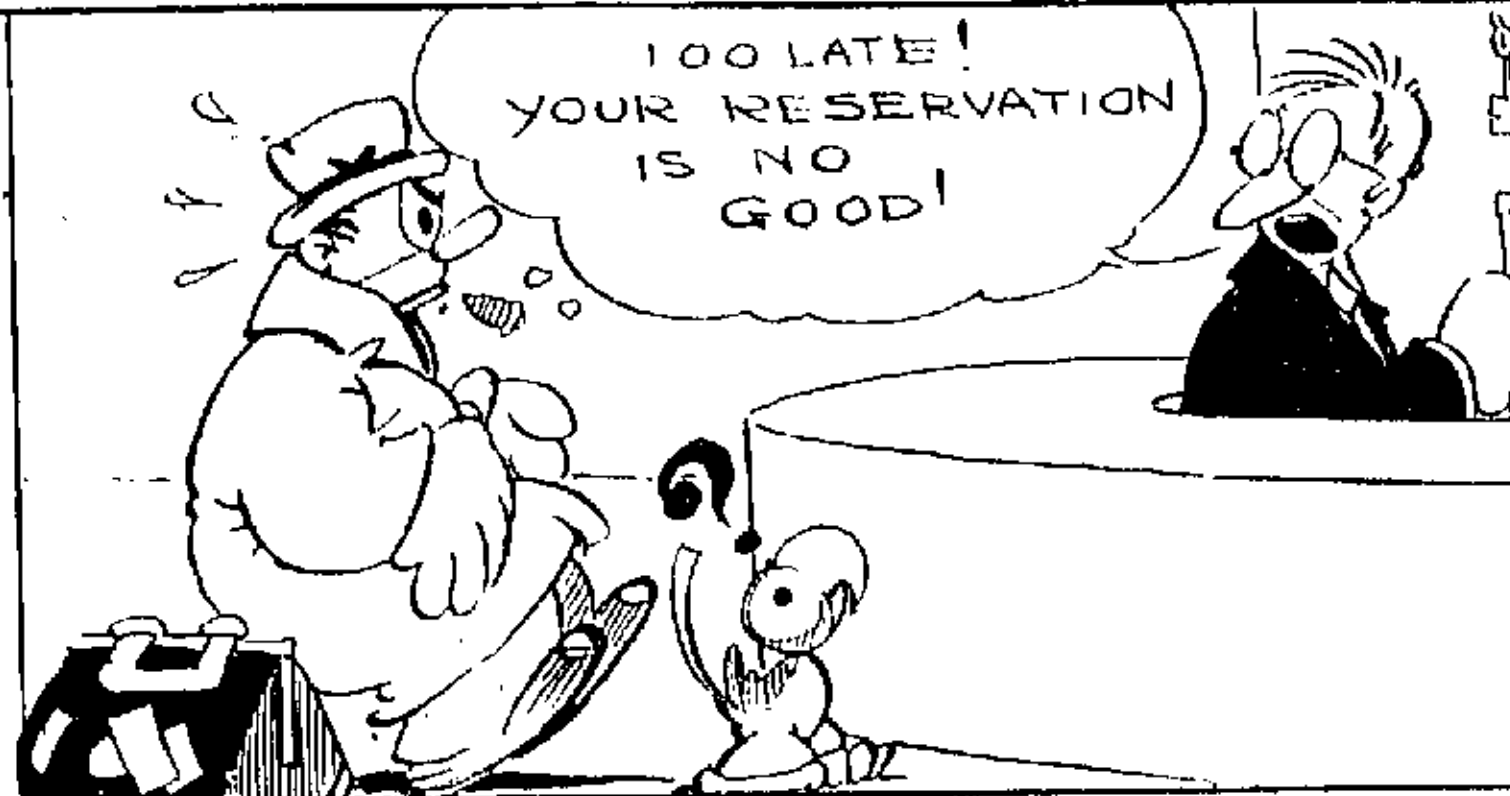
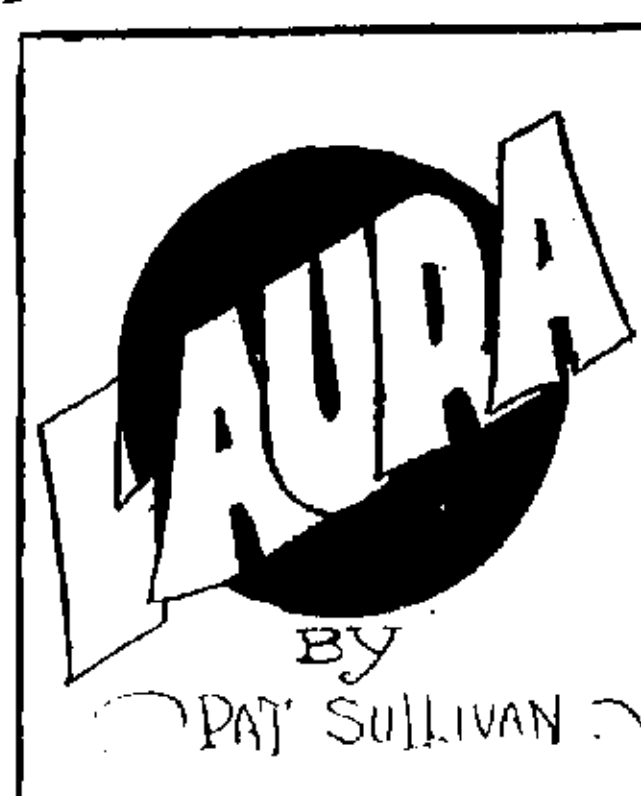
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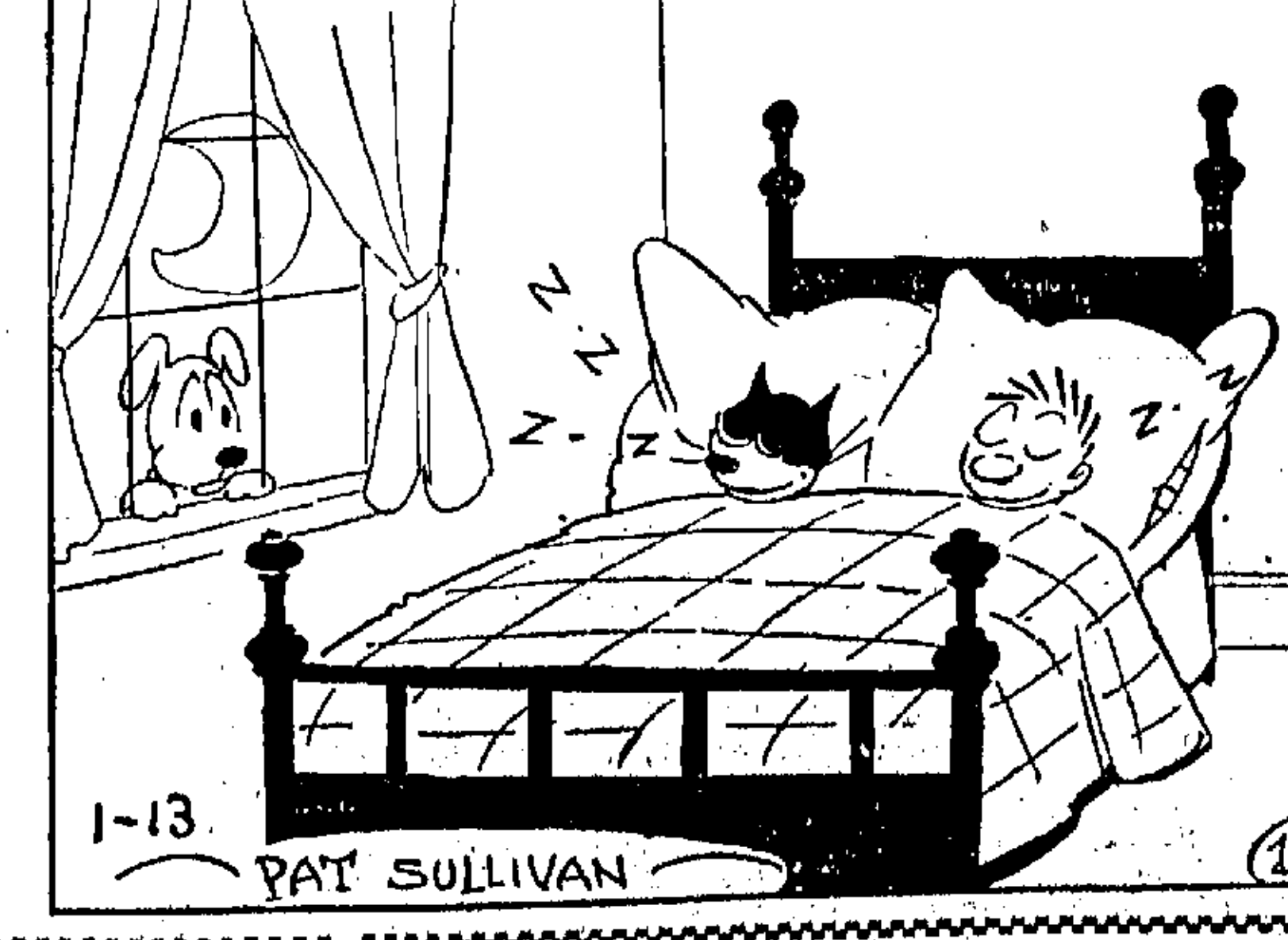
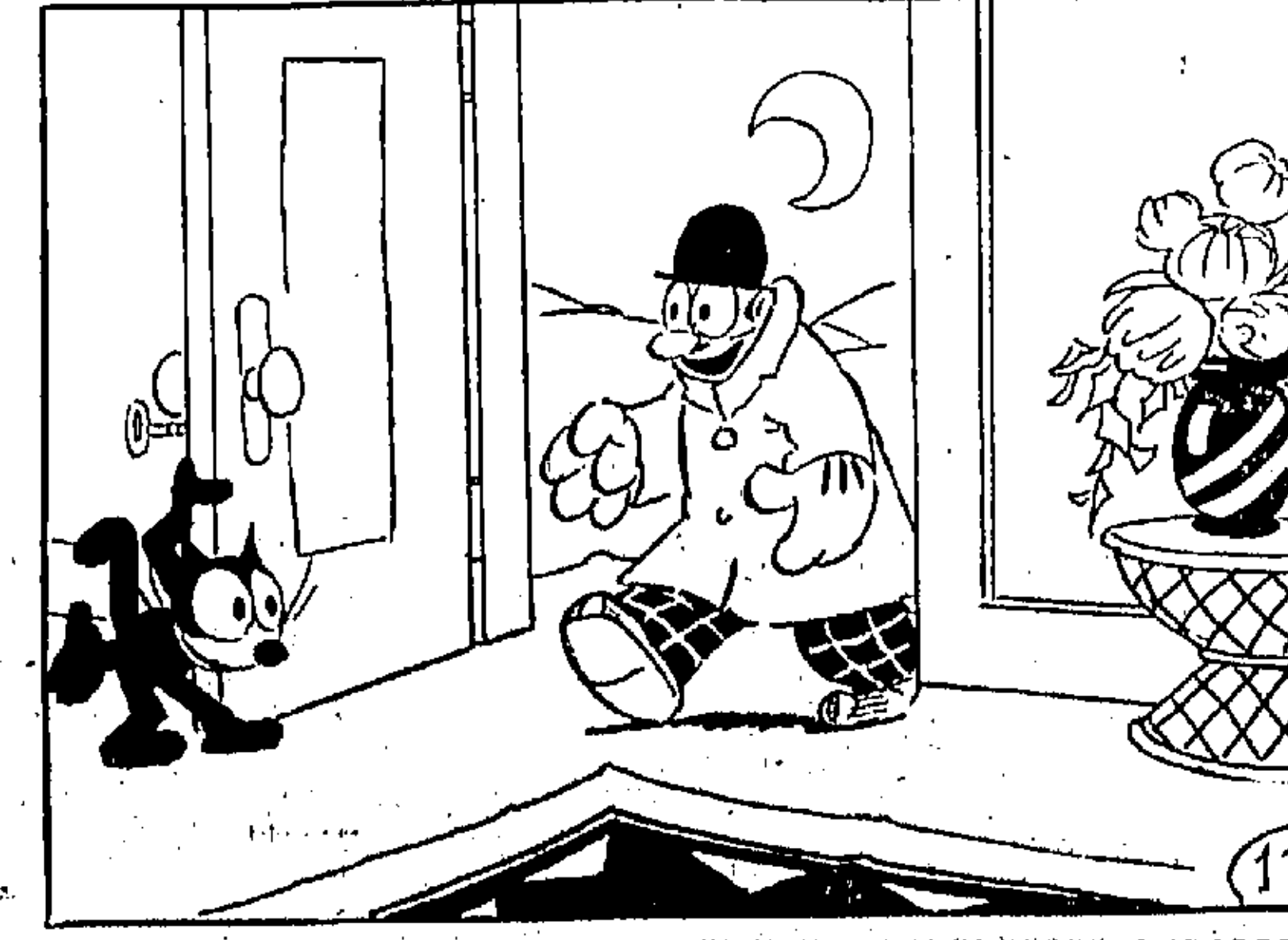
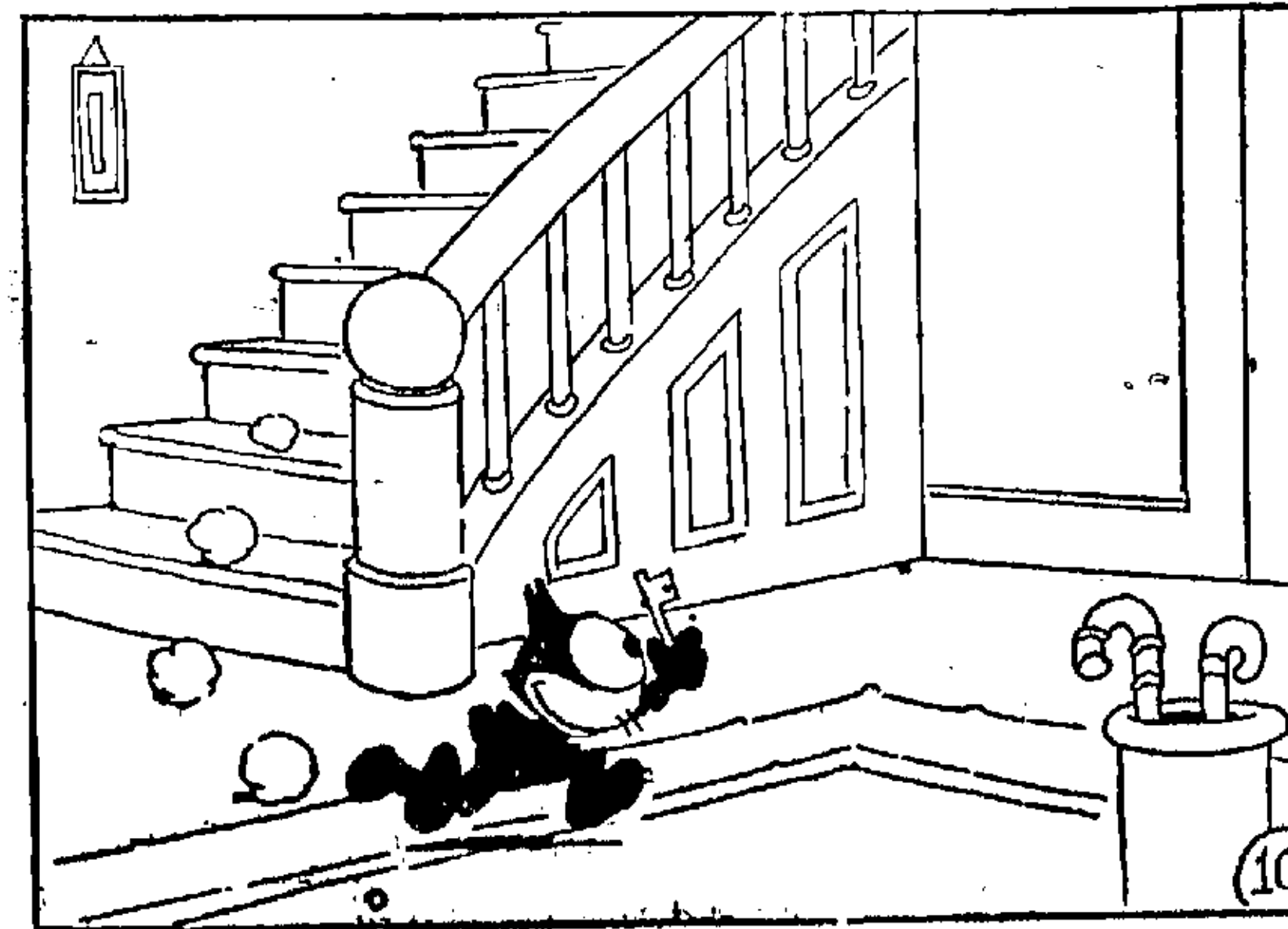
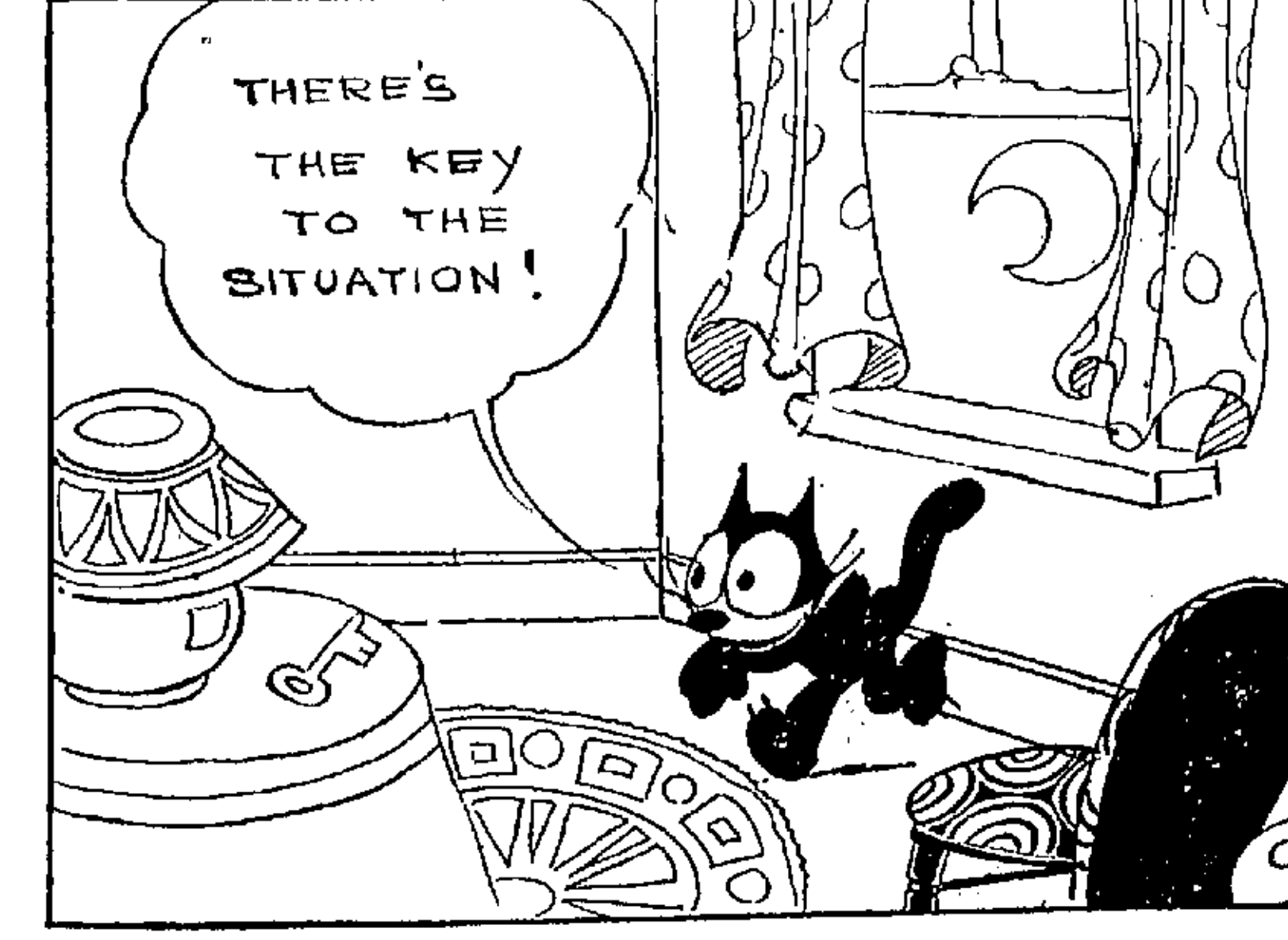
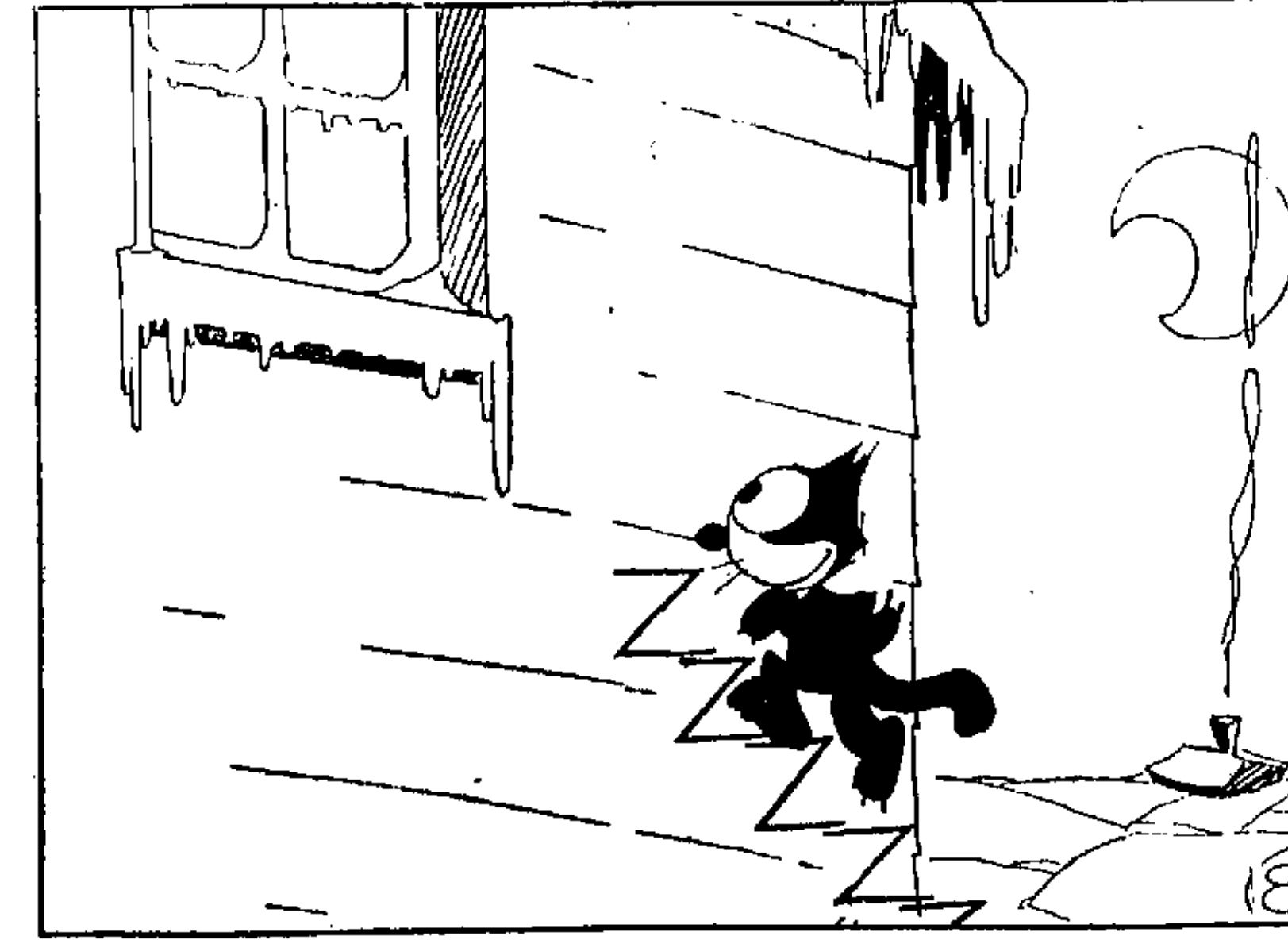
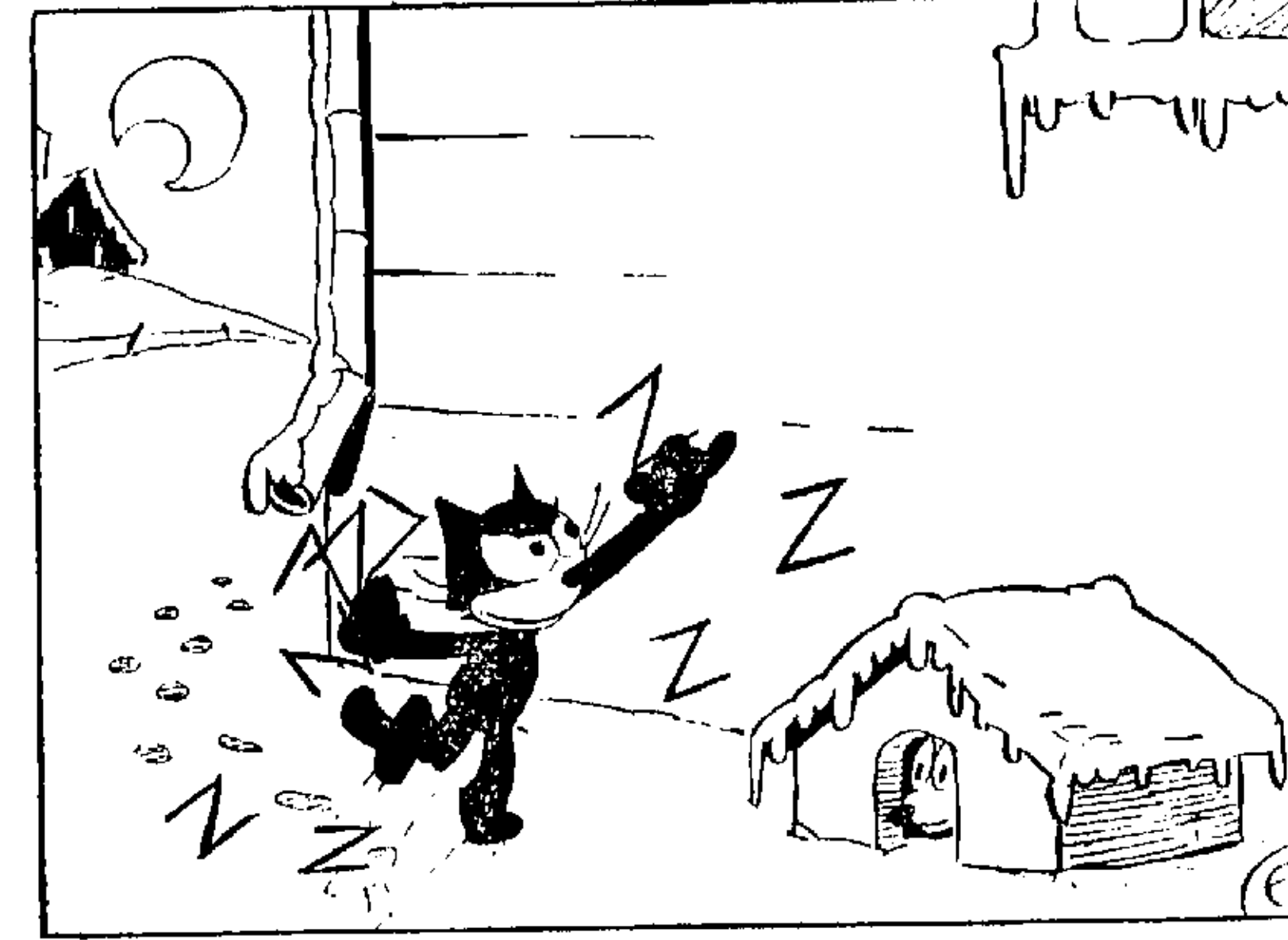
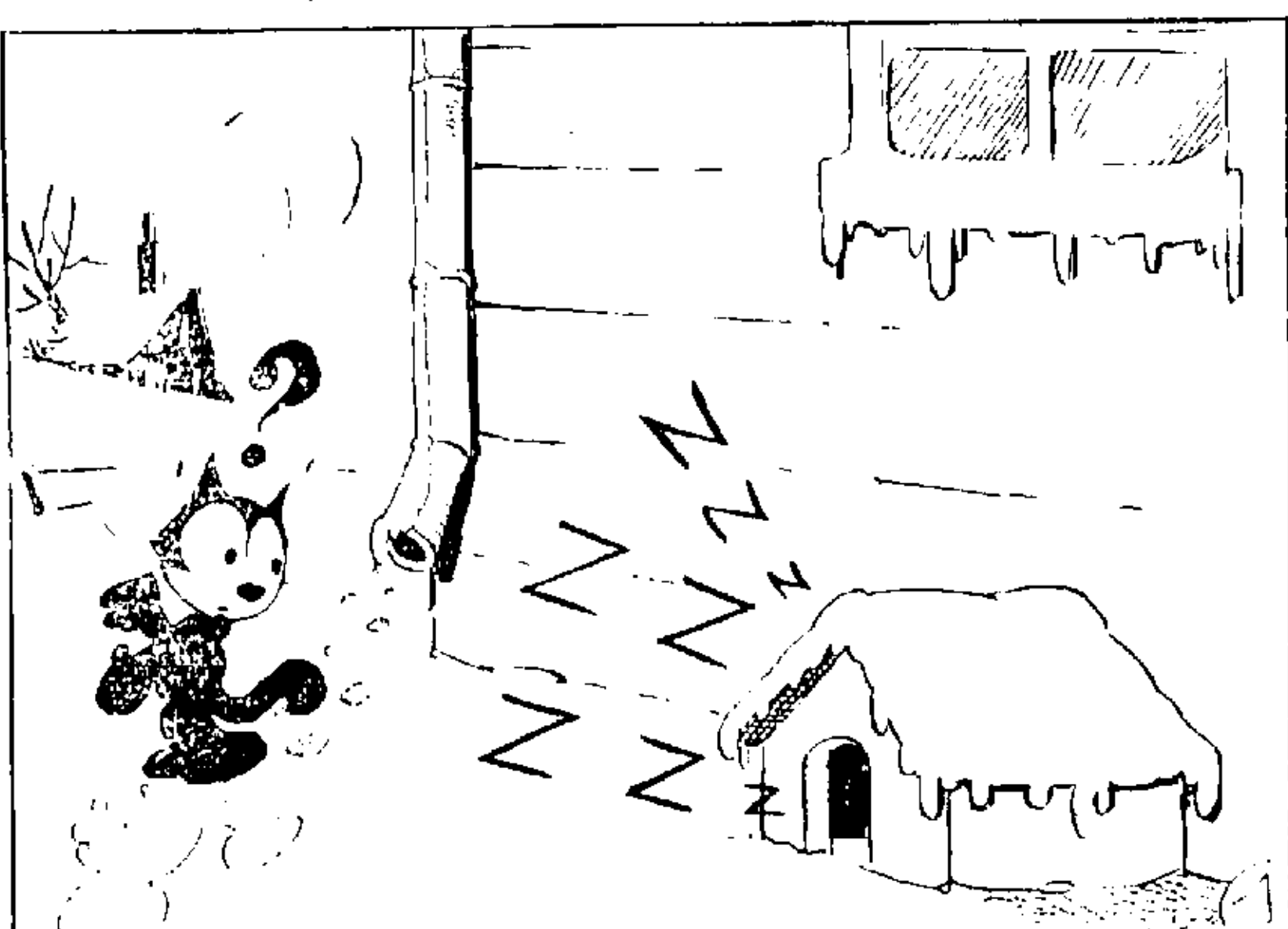
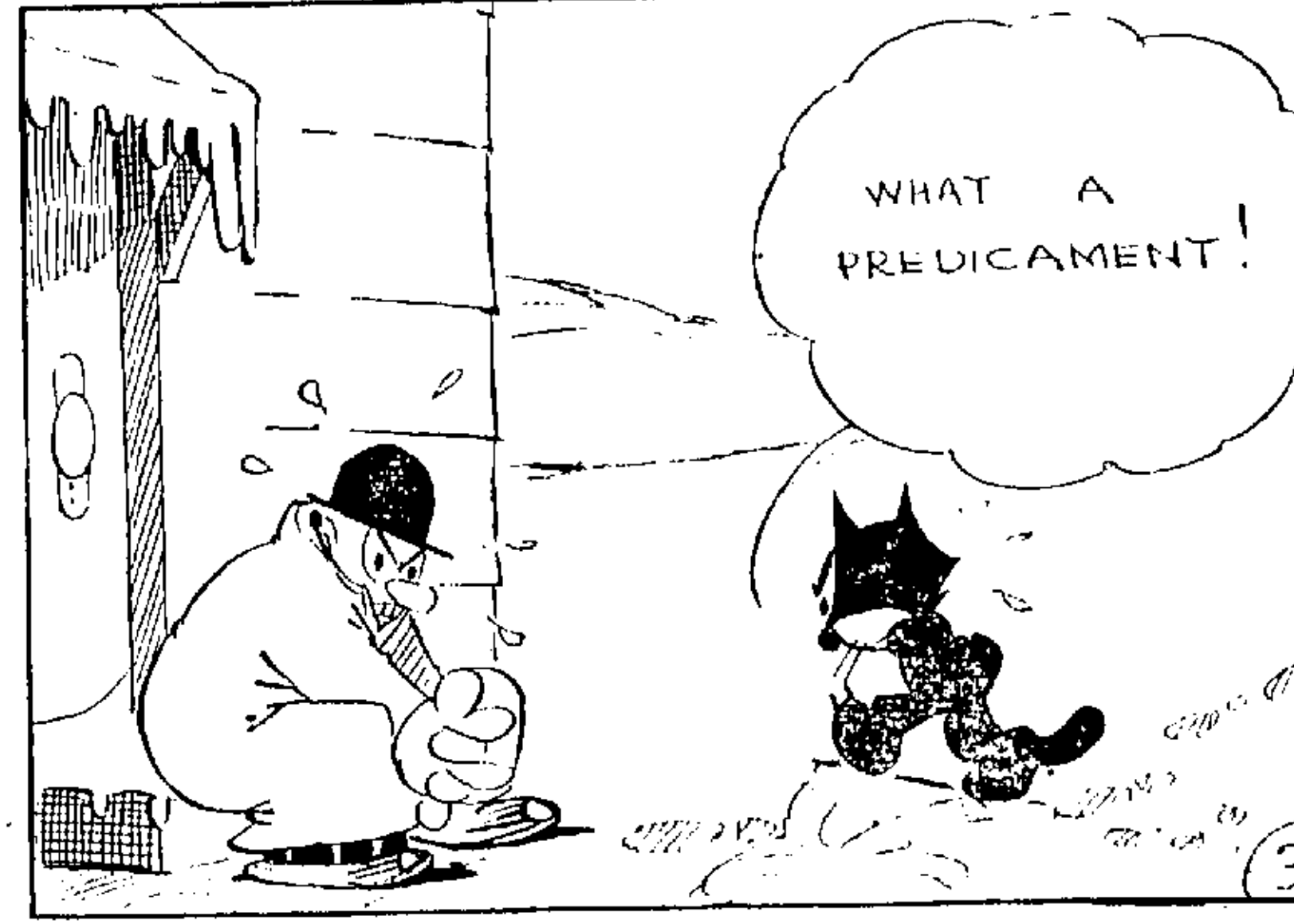
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Music and Melody

THE CONDUCTOR

A Proposed Mechanical Solution

[By Leonid Sabaneev]

With many of the famous conductors of the present day I have observed a great deal of quite unconvincing mystification, posing, showing-off, and frequently an employment of utterly useless gestures, which had no effect on the performance, because the players instinctively refrained from reacting to them. I have also noticed frequent cases of the absence of any indication of the tempo which, by the way, is by many conductors regarded as the "supreme attribute," but is really based on the mere fact that these very conductors are working with expert orchestras who have a perfect knowledge of the musical literature of the world, and I they were half asleep could play by heart any Brahms Symphony or Strauss poem. I say nothing of the very frequent mistakes in respect of tempo, when the conductor confuses the orchestra, and again the situation is saved by the players' knowledge of the work, and by the fact that at the right moment they cease to pay any attention to the conductor.

All this is so. And yet the conductor is necessary, without him things do not go as well as they should. Witness the experiment of the Moscow Symphony Ensemble, an experiment, I repeat, which is very interesting and instructive. But it is necessary to clear up the functions of the conductor. In divest him of the haughty, he has accumulated, and to put him in his proper and indispensable place.

We all know that good orchestras like to play under a good conductor. This provides a special type of the artistic equipment of ensemble playing. Between conductor and orchestra a common language should be established at such a nature that the latter sees in the conductor's intentions the concentration and realisation of its own artistic aims, whilst the conductor feels as though he himself were playing through the medium of the orchestra. In the past, both prove to be a delusion, but one of these sublime delusions is frequent in art. It is the conditions in which the conductor finds himself are such that his intent must be carried out by the orchestra absolutely and with mechanical accuracy, just as the keys respond to the pianist, the sense of collectiveness (the fascination and enchantment of the ensemble) disappears, and the orchestra becomes a vast and dual instrument. Meanwhile, every musician is aware that the thing of delight produced by ensemble playing is of quite a special order, and cannot be connected with other musical sensations.

But if the complete subordination of the orchestra to the will of the conductor is inevitable, it must not, therefore, be assumed that everything in this world is fictions and natural. Nowadays we witness the pampering and excessive exaltation of the conductor. The technique of conducting—that strange phantom of whose nature no conductor has ever been able to tell us anything pertinent—is not something that requires to be perfected, as I imagine it has yet to be born. Up to the present it has only a mythical existence in the shape of a few conventional gestures, which are not well established, and after all are not called for in the performance of a composition, nor require implicit obedience. It is this lexicon of signs that needs to be improved and supplemented, and made into a real language of symbols instead of a collection of casual gestures, most of which have a personal significance. It may very well be that the conductor of the future will in general abandon his "parade" position at the head of the orchestra—a position similar to that of the legendary leaders of armies in days gone by. Much of the conductor's fascination and authority and of the ascription to him of everything that proceeds from the orchestra is due to his physical position above the orchestra, baton in hand.

It must, of course, be admitted that, of itself, the accepted method of indicating the tempo by means of the movements of the almost invisible end of a slender stick, with the entire absence in general, and with many conductors, in consequence of their special qualities, in particular of any centre of the metrical indication—it must be admitted that this method cannot produce a clear and distinct metre, and that if the latter is forthcoming it is in spite of, and not thanks to, the baton. Further, there is nothing inevitable in the invention of an apparatus or instrument that would indicate the tempo and rhythm more

precisely and accurately to each member of the orchestra. This instrument could be manipulated by the conductor, who is called the conductor. It would be a special instrument of rhythm and nuance—and this is what the role of the conductor essentially amounts to. Meanwhile, without such an instrument he manages with his hands and head, with his movements and his baton. This is no longer sufficient, and it is necessary to provide an instrument that shall be more reliable and shall transmit his intentions to the players more clearly and exactly.

Nuance is in a still more lamentable state than rhythm and tempo, as it has not even a general symbolical language. Where dynamics are concerned conductors show their intentions by primitive and rather savage methods, sometimes rising on their toes or sinking to the ground, sometimes making more or less exaggerated flourishes with the baton, and often accompanying their gestures with mimicry, which may be expressive but is usually far from aesthetic.

Meanwhile there is no technical impossibility in the construction of a conducting instrument, whose indications of the dynamics would be reminiscent of the language of the pianist, and would have a more cultured aspect. I have prepared a scheme for such an instrument, which should at least guarantee that, so far as the conductor is concerned, the indications of tempo and nuance would be clear and communicable to the orchestra as a whole and to each member separately, the general metre and tempo, the nuances of rhythm, tempo, and dynamics, the structure of the phrase, and even the entrance of the individual players. This instrument consists of a special keyboard, with separate registers for indications and nuances, and the electric mechanism transmits all the indications to each member of the orchestra. The conductor thus becomes, above all things, the actual controller of the artistic side of the orchestra. He can then enter into the part of each player and give him the necessary cues at any given moment in the course of the performance, without confusing his neighbours. The possibility of thus dealing individually with the members of the orchestra enables the conductor to obtain more light and exactness in the playing. With a tranquil mind, though undoubtedly some at heart he can abandon his prominent and elevated position, concealing himself with the fact that the leaders of armies no longer ride in glittering uniforms at the head of their troops. Nowadays they stay quietly, but more profitably, with the staff, and it is time for him to remain with the musical staff, whence, however, he can more effectively dominate the artistic side of a performance.

I do not think that this evolution will seriously affect tradition, as the tradition of conducting is still quite young. It was not until the beginning of the last century that the leader of the orchestra became the conductor pure and simple; the modern type of baton was introduced only in the 'sixties; and it was nearing the end of the 19th century when he mounted a dais and stood with his back to the audience. The time has now come for him to hide himself behind his instrument again, in the depths of the orchestra, whence he can conduct the musical operations with greater authority and confidence. The arrival of such an instrument must simultaneously bring to an end the conductor's mannerisms and postures, and the occupation of the position by inferior musicians. It is quite possible that the announcement of these intentions of the conductor publicly, in the form of a language of symbols clear to everybody, may also prove to be a beneficial action; and that the audience will not lose very much by being deprived of the sight of a leader who transmits his intentions to the orchestra by more or less Hottentot methods. Of this there can hardly be any doubt—that the plastic value of the conductor as an artistic object usually represents a very considerable negative quantity. (Translated by S. W. Pring) in "The Musical Times."

Fourteen cases of small-pox were reported during the 24 hours ended Friday. One came from Shaokwan, two from Victoria, and eleven from Kowloon. All were Chinese including one imported case. One case of cerebro-spinal fever (Chinese) was also reported from Kowloon.

The Hong Kong Chinese School of Journalism will hold its first graduation ceremony at the King Edward Hotel at 2.30 p.m. today.

POPULAR BANK

Celebrates Its Tenth Anniversary

INTERESTING CEREMONIES

Yesterday was the tenth anniversary of the foundation of the Bank of East Asia, Ltd., and the auspicious occasion was fittingly celebrated.

At 8.30 a.m., just before opening time, a long string of crackers was fired outside the Bank's premises at No. 10, Des Voeux-road Central, for good "joss."

When the Bank was opened for "business as usual" at 9 a.m., it was beautifully bedecked and presented a festive appearance both inside and outside. Outside the building the British and Chinese flags floated on the breeze, side by side, and the verandah pillars were decorated with ropes of greenery and flowers. Inside, the Bank premises were "dressed up" in picturesque Chinese fashion with many hangings and flowers and plants in pots.

An "At Home" From 11 a.m. to 12.30 p.m., Sir Shou-san Chow, Kt., Chairman of the Board of Directors, supported by the Directors of the Bank, Mr. Kan Tong-po (Chief Manager), Mr. K. K. Lee (Chief Accountant), and the Staff were "At Home" in the Bank premises to the Chinese and foreign friends of the institution who called in large numbers to offer their congratulations and to toast the future prosperity of the Bank.

Among those who called during the morning were Sir Robert Ho Tung, Kt., the Hon. Mr. W. E. L. Shenton, and Messrs. K. P. Chen (Manager of the Shanghai Commercial and Savings Bank, Shanghai), Leung Ting-kai, Li Yat-nok, E. Grossman, Fred Kew, S. H. Ross, J. Hennessy, Seth, B. S. Rogers, M. J. B. Montargis, E. L. Sim, E. H. Ray, Chan Kwai-tek, T. K. Lim, Tsai Shing-ye, Ho Sai-yin, San Shuen, Shan Din-sun, M. K. Lo, Horace Lo, Li Hui-tung (Messrs. Banker & Co.), Li Yun-sang, Tam Pak-tin, Man Sin-cho, A. Leod (Manager Banque de l'Indo-Chine), A. Bonis (Banque Franco-Chinoise), G. G. N. Tinson, Felix Ellis, Wang Kam-fuk, Frederick Kan Kam-shik, R. Pestonji, Li Yau-yue, Tang Hung-ka, E. S. Abraham, E. B. Wright, Lo Man-hin, Yung Tse-ming, Yung Hing-chow, H. R. B. Hancock, H. K. Hung, H. Mori (Manager Yokohama Specie Bank), W. A. Dawley, A. Gray, Ho Kwong, J. E. Joseph, Lau Yick-cheuk, Ho Sai-king, Ho Wing, G. B. Potts, Chan Tii-yue (Bank of China), Wang Kwok-shuen (Manager National Commercial and Savings Bank), S. S. Perry, A. G. Coppin, B. C. Randell, Poon Hin-cho, Simon Tso-yau (Nippon Yusen Kaisha), N. J. Brewer (London Banking Corp.), Tan Eng-ho (Ho Hong Bank), Ho Sai-ki, S. A. Ismail, Tong Yat-hun, J. M. Alves, Lai Kam-fai (Bank of Canton), Li Tse-tsung (Bank of Canton), C. Champkin (P. & O. Bank), C. Stigter (Netherlands Indies Commercial Bank), O. Steenstra (Netherlands Trading Society), Chiu Chau-yue, and N. V. A. Croucher.

Annual Meeting Held At 2 p.m., the annual meeting of the Bank was held in the premises of the Chinese Merchants' Club, China-building, a report of which appears in another part of this issue. After the meeting there was a reception for the shareholders and clients of the Bank, many of whom were accompanied by their wives and other ladies of their families. The future prosperity of the Bank was again toasted and enthusiastically drunk. Afterwards tea was served.

CORRESPONDENCE

MOSQUITO CULTURE

(To the Editor of the "Sunday Herald")

Sir,—I have read the interesting article on Mosquito Culture by your Taipei correspondent in last week's "Herald," and I think it should be more widely known that we on our side of the Harbour are doing our bit, in providing safe grounds for the public. The British, the Kellett, and the Chinese are the only ones who have the public health in mind, as one of the notable "sights" of the Peak. Their tumbled heaps of broken masonry make a striking silhouette against the hillside; while stacks of rotting timber and noble piles of old bricks add a bizarre touch to the scene. On windy days the clouds of dust which arise have been compared most favourably to a sand-storm in the Sahara!

It is in the dark dark basements, however, that the mosquito lays her eggs and rears her little family.

These dungeons extend the whole length of the ruins and while sun and air are excluded, the holes and cracks in the flooring let in sufficient rain and damp to make the place an ideal nursery for the young Anopheles.

Such favourable conditions have

NEW SERIES.—No. XXXVI.

World Famous Stories

IN THE DESERT

[By Mungo Park]

[Mungo Park, 1771-1806, was a Scottish explorer in Africa. One of the main objects of his exploration was to discover the real course of the River Niger, which had been disputed for years. He wrote a thrilling account of his travels.]

I departed from Kooma, accompanied by two shepherds, who were going toward Sibidooloo. The road was very steep and rocky, and as my horse had hurt his feet much in coming from Rammakoo, he travelled slowly and with great difficulty; for in many places, the ascent was so sharp, and the declivities so great, that if he had made one false step, he must inevitably have been dashed to pieces.

The shepherds being anxious to proceed gave themselves little trouble about me or my horse and kept walking on at a considerable distance. It was about eleven o'clock, as I stopped to drink a little water at a rivulet (my companions being nearly a quarter of a mile ahead of me), that I heard some people calling to each other, and presently a loud screaming as from a person in great distress.

I immediately conjectured that a lion had taken one of the shepherds, and mounted my horse to have a better view of what had happened. The noise, however, ceased; and I rode slowly toward the place from whence I thought it had come, calling out, but without receiving any answer.

In a little time, however, I perceived one of the shepherds lying among the long grass near the road; and though I could see no blood upon him, concluded he was dead. But when I came close to him, he whispered to me to stop, telling me that a party of armed men had seized upon his companion, and shot two arrows at himself as he was making his escape.

I stopped to consider what course to take, and looking around, saw at a little distance a man sitting upon the stump of a tree; and I distinguished also the heads of six or seven more, sitting amongst the grass with muskets in their hands. I had now no hopes of escaping, and therefore determined to ride forward amongst them.

As I approached them, I was in hopes they were elephant-hunters and, by way of opening the conversation, inquired if they had shot anything; but, without returning an answer, one of them ordered me to dismount; and then, as if recollecting himself, waved his hand for me to proceed. I accordingly rode past, and had with some difficulty crossed a deep rivulet, when I heard somebody holla; and looking back, saw those I took for elephant-hunters now running after me, and calling out to me to turn back.

I stopped until they were all come up, when they informed me that the king of the Foulahs had sent them on purpose to bring me, my horse, and everything that belonged to me, to Fouladee, and that therefore I must turn back, and go along with them. Without hesitating a moment, I turned round and followed them and we travelled together near a quarter of a mile without exchanging a word.

When coming to a dark place of the wood, one of them said in the Mandingo language: "This place will do," and immediately snatched my hat from my head. Though I was by no means free of apprehension, yet I resolved to show as little alarm as possible, and I should have been glad to receive

draw his knife, and seizing upon a metal which remained upon my steed, cut it off, and put it in his pocket. Their intentions

already produced a mosquito of huge size and ferocious disposition! Residents near Mount Kellett report that they were forced to get out mosquito nets as early as February this year. It is expected that during June the insects will attain their maximum of strength and virulence.

Doctors anticipate a good malaria season and large supplies of artemisin and quinine are already in stock at Watsons, the Pharmacy and other well-known stores.

I doubt if even Taipei can rival Mount Kellett in Mosquito Culture.

Yours, etc.,

MOSQUITO ENTHUSIAST.

Hong Kong, Feb. 15.



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To-day till Tuesday. "The Emden," A stirring film record of the exploits of the famous German raider and her final battle with H.M.S. "Sydney." Produced with the co-operation of the German Admiralty.

Wednesday till Saturday. "Love," A lavish screen version of N. Tolstoy's famous novel "Anna Karenina." Starring John Gilbert, Greta Garbo and George Fawcett.

WORLD THEATRE

At 2.30, 5.15, 7.15 & 9.20

To-day only (5.15 & 9.20).—A fascinating mystery picture, "The Wizard," featuring Edmund Lowe and Leila Hyams. (2.30 & 7.15, Chinese picture, "Who's the Guilty One?")

To-morrow and Tuesday (5.15 & 9.20).—"She, The Only One," A splendid story of romance. A German production. (2.30 & 7.15, Chinese picture, "The Courageous Girl.")

Wednesday and Thursday (5.00 & 9.20).—"Les Misérables," 2.30 & 7.15, Chinese picture, "Reward of Marriage.")

Friday and Saturday (5.15 & 9.20).—"The Lights of Old Broadway," (2.30 & 7.15, Chinese picture, "Poor Daddy.")

STAR THEATRE

At 5.15 & 9.15 p.m.

To-day only (At 2.30 p.m. and 5.15 p.m.).—Harold Lloyd's great comedy "The Kid Brother" (At 9.15 The Banvard Company in Folies B. picture.)

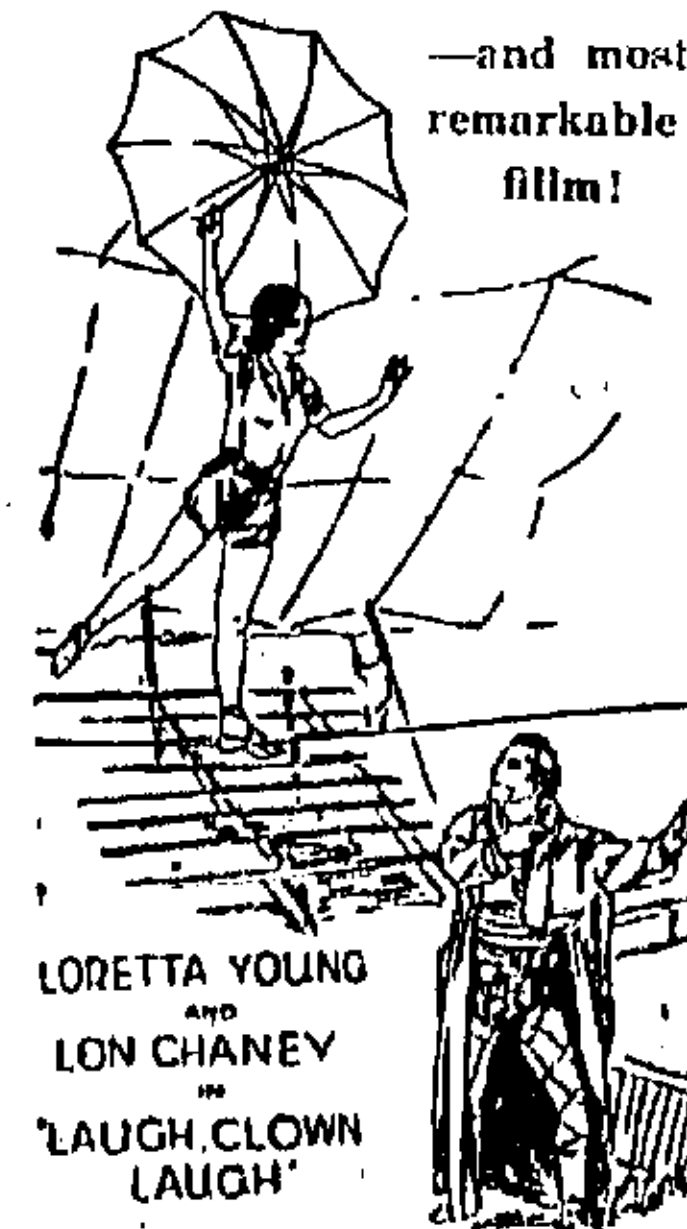
To-morrow and Tuesday (at 5.15 only) Lew Cody and Norma Shearer in a gay romance, "His Secretary." (At 9.15, The Banvard Musical Comedy Company.)

Wednesday and Thursday (At 5.15 only).—"Spring Fever," with William Haines. (At 9.15, The Banvard Musical Comedy Company.)

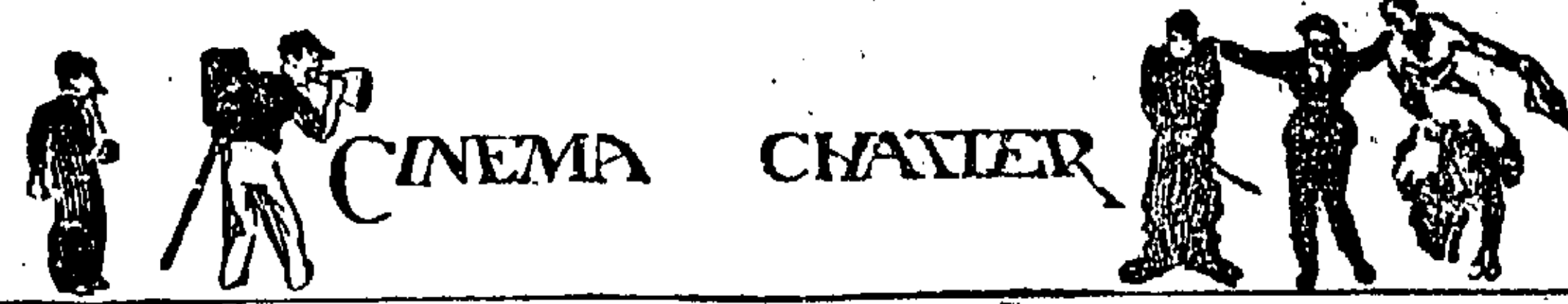
Friday and Saturday (at 5.15 only).—"The \$1,000,000 Production," "Sunrise," Starring Janet Gaynor and George O'Brien. (At 9.15, The Banvard Musical Comedy Company.)

CHANEY'S LATEST

—and most remarkable film!

LORETTA YOUNG
and
LON CHANEY
LAUGH, CLOWN
LAUGH

Coming soon to the Colony's leading cinema.



"THE WIZARD"

Intensely Thrilling Mystery Story

Thrilling drama, intense love interest and a cleverly developed comedy vein predominate in "The Wizard," a new production featuring Edmund Lowe which may be seen to-day at the World Theatre at the 5.15 & 9.20 performances. This mystery drama based upon the French play "Balaoo" by Gaston Leroux, was directed by Richard Rosson with an excellent supporting cast. Leila Hyams has the leading feminine role.

Rosson, making the best possible use of every fascinating situation, has developed a picture far out of the ordinary. The action centres about murder and mysterious warnings in the home of Judge Webster. He is a retired jurist, surrounded by his friends, but constantly harassed by unknown enemies who threaten his life and the abduction of his only daughter.

Gustav von Seyffertitz, one of the best-known character actors, has a prominent part in the midnight adventures as the eccentric scientist. He has never appeared to better advantage than in this production. The supporting cast includes Norman Trevor, H. Calvert, Barry Norton, Oscar Smith, Richard Frazier, Maude Turner Gordon, Percie Marshall and George Kotsonaros. The latter as the man ap, gives a performance that is sure to thrill the most blasé movie fan.

A STRIKING SCENE

Stripped to the waist and riding bareback, John Barrymore demonstrates his versatility as a motion picture star when he leads a band of Russian dragoons in a mad dash into a lake in one of the scenes in the United Artists picture, "Tempest." Barrymore's horsemen, most of whom were cavalrymen in the late Czar's armies, plunge down slippery banks and swim their steeds into deep water. A battery of cameras filmed the action under the direction of Sam Taylor.

"THE EMDEN"

Big German Picture To-day at Queen's

FAIR AND HONOURABLE

"The Emden," the big German production which has long been awaited by local moviegoers, is the chief attraction at the Queen's Theatre from to-day till Tuesday.

At the beginning of the picture, a note explains that the picture was produced with the full co-operation of the German Admiralty, and following it, the film's British sponsors, the "New Era" have added that the film is so fair and honourable to Britain that they had no hesitation in showing it in England. That is certainly true. There is not a trace of malice or hatred. There is not a dishonourable act in all the destructive progress of the "Emden," even to an enemy. The German sailors are heroes, human, honest, and generous, and their encounters with the British are no more than war necessities and just honourable rivalries. "Emden" is the German compliment which Britain so well acknowledged with "The Battles of Coronel and Falkland Islands." These films are bigger-minded than national war films. They have as their themes the unwritten tradition of the sea, which knows pride and heroism, and has no room for petty quarrel.

REMARKABLE ACTING

A remarkable feat of acting is carried out by M. Gabriel Garbino, the French actor, in the film version of "Les Misérables." He plays three separate and distinct roles, in each of which, through the course of the story he gradually ages. Over 32 different forms of make-up were required by M. Garbino in the portrayal of these characters.

"KID BROTHER"

Harold Lloyd's Fine Picture at The Star

Harold Lloyd's splendid comedy "Kid Brother" is being shown for the last time to-day at the Star Theatre, Kowloon, at 2.30 and 5.15.

The actual story starts when a medicine show comes to town. The whole outfit—strong man, "spieler" and dancing girl—arrive at Sheriff Hickory's for a permit. With father's badge on his chest Harold, under the soulful appeal of the girl's eyes, signs their documents. Then, when Hickory's father arrives home, things begin to happen. Father insists that if Harold had enough authority to issue a licence, he has enough authority to make the show leave town. Harold, the victim of an infatuation complex, starts off. While he is endeavouring to stop the performance, the tent catches fire. Later Sheriff Hickory's money is stolen, and the thieves escape. A terrible fight on board an abandoned ship between Harold Lloyd and the strong man of the show provides a thrilling climax to a picture that is full of laughs.

"THE CROWD"

There is at least one place in the world where all men meet on a common level. It is the corridor, or waiting room, of a maternity hospital where men lie in wait for doctors and nurses and whisper hoarsely, "Is it a boy?"

King Vidor, director of "The Crowd," his latest production coming soon to the Queen's Theatre took advantage of this bit of human interest and injected it into his story featuring Eleanor Boardman and James Murray. The story is an original by Vidor and is his first screen story since he made "The Big Parade." The picture is based on the humanistic of life and concerns the great section of humanity which works for a living.

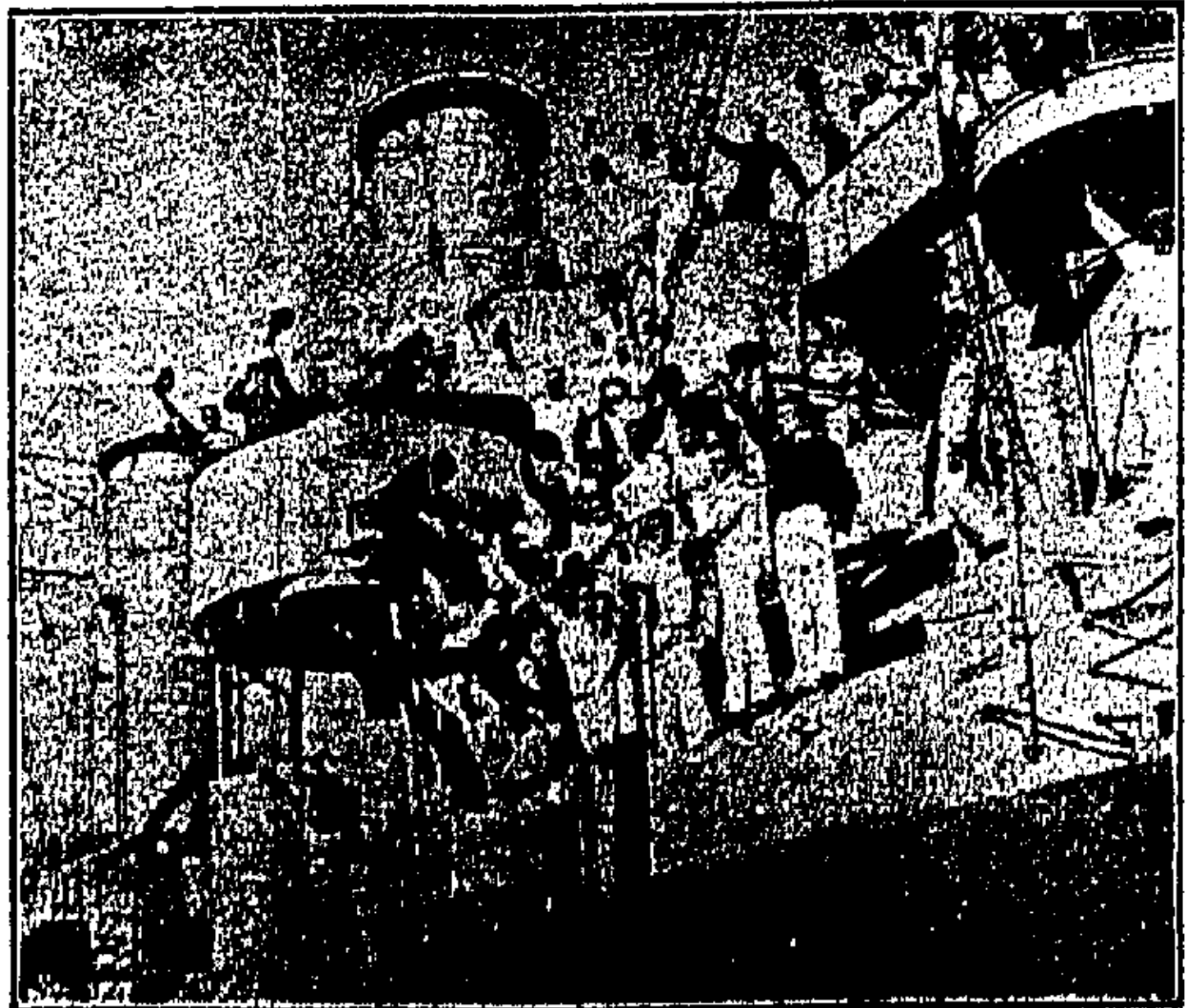
A NAVAL "BEAU GESTE"!

A stirring sea episode of the war, reproduced with admirable technique and realism!



THE

EMDEN



"It is something more than a first hand record of the Emden's actual exploits the impression of the whole thing is that it might just as easily be the story of British heroism against a worthy foe."—The Referee.

AT THE

QUEEN'S TO-DAY TO TUESDAY
At 2.30, 5.10, 7.15 & 9.20.

Exact copies of the lost crown jewels of Russia are worn by Greta Garbo, exotic Swedish screen charmer in her role of "Anna Karenina" in "Love."

WILLIAM FOX PRESENTS
The WIZARD

EDMUND LOWE

LEILA HYAMS - RICHARD ROSSON - GASTON LEROUX

MORRIS THAYER - GUSTAV VON SEYFFERTITZ

The story of a man who is a mystery

Directed by RICHARD ROSSON



MENACING SHADOWS

and fantastic figures in a mystery romance crammed with thrills and excitement!

AT THE

WORLD

FINAL SHOWINGS TO-DAY

At 5.15 & 9.20 Only.

At 2.30 & 7.15, Chinese Picture, "WHO'S THE GUILTY ONE?"

"SUNRISE"

The Pinnacle of Screen Art

A picture which has been unanimously acclaimed by the London Press as an outstanding achievement of screen and marking a new era in motion picture production, is "Sunrise," which comes to the Star Theatre on Friday and Saturday.

Enchanting little Janet Gaynor, whose remarkable performance in "The Heaven" will long be remembered, is cast as the leading player, and excels even her wonderful acting in that picture. That "Sunrise" is a most unusual production will be the verdict of all who see it. It is a picture in which spectacle is devised merely to heighten the simplicity of the story; as a technical achievement it is a wonderful insight into the resources of the modern studio; and as a specimen of photographic art, it is a revelation.

"LES MISÉRABLES"

Film Made At Cost of 12,000,000 Francs

"Les Misérables," which will be screened at the World Theatre on Wednesday and Thursday, was produced by Films des France (C. n. e. r. m. a. s). Paris. Over a year was spent in the assembling and control of artists, and it is the most costly European picture ever made—in figures, over twelve million francs. Over 150 principal French artists, selected from leading Parisian theatres, were engaged in the leading roles and the crowds number over 5,000 people. The whole contains over 6,000 scenes and different foregrounds, the interiors being made at Vincennes and Joinville Le Pont, near Paris, and the exteriors at the same places as indicated by Victor Hugo in his book, principally in the town of Digne and at Montreuil-sur-Mer.

LON CHANEY'S LATEST

Intimate glimpses of life behind the scenes in a theatre are blended into vivid and gripping drama in Lon Chaney's latest screen sensation, "Laugh, Clown, Laugh," which will shortly be seen in Hong Kong.

The picture is one of the most pretentious Chaney productions. Chaney, as the clown, making his great sacrifice for the happiness of the woman he loves, has a role which is remarkable in its intensity. In the theatre scenes he is a comedian, in grotesque antics, acrobatic tricks, and biting laughs—then, in the dramatic scenes behind the curtain he plumbs the very depths of misery.

Elaborate reproductions of European theatres, in which entire vaudeville shows ranging from tight-rope acts to trained elephants are seen, are spectacular details. Herbert Brenon, who directed the new picture, is famous for such productions as "Beau Geste," "Sorrow and Son," "Peter, Pan," and many others.

NEW VIDOR FILM

Movie fans who attend motion pictures year in and year out without seeing themselves in the roles of the players are to receive a treat in the form of "The Crowd," King Vidor's latest production which will shortly be screened at the Queen's Theatre. The story, an original by Vidor, is a slice from life and is typical of the lives of the millions of picturegoers who believe nothing ever happens in their own drab lives. It is Vidor's greatest picture since "The Big Parade." Eleanor Boardman and James Murray have the featured roles.

FUTURE EVENTS

Films That Are Coming Here

"The Crowd," King Vidor's mighty production starring James Murray and Eleanor Boardman. A modern drama of modern marriage.

"Laugh, Clown, Laugh."—The mighty drama of a forbidden love. Featuring Lon Chaney, Gwen Lee and Nils Asther.

"Man, Woman and Sin." A gripping story of love and adventure behind the scenes of a city's great newspaper. Starring John Gilbert, Jeanne Eagles, Gladys Brockwell, Marc McDermott, Phillip Anderson and Aileen Manning.

"Tempest," John Barrymore's latest spectacular production. Also featuring Camilla Horn, Louis Wolheim, George Fawcett and Michael Visaroff.

"Faust," based on the famous opera and starring the great German actor, Emil Jannings.

"Under The Black Eagle." The story of a police dog, with Ralph Forbes, Marceline Day and Bert Roach.

"Wife Savers," a comedy of social ups and downs. With Wallace Beery and Raymond Hatton.

POPULAR ACTORS

To-morrow's Programme At Kowloon

"His Secretary," a charming story of romance will be the feature attraction at the Star Theatre to-morrow and Tuesday.

If Norma Shearer and Lew Cody weren't such clever actors, Willard Louis would steal the picture, and as it is, Louis manages to steal his share of the laurels. Louis comic expressions are put to excellent use by Henley, the director, and his last appearance in the picture leaves the audience wishing for more.

In minor roles, Karl Dane of "The Big Parade" fame, Mabel Van Buren, Gwen Lee Estelle Clark and Ernest Gillen all distinguish themselves. Henley has woven an entirely plausible comedy out of this story by Carey Wilson, and has given the screen another piece of entertainment that is a credit to the name, Metro-Goldwyn-Mayer.

Some of the officers and men, who actually took part in the Battle of the Emden, will be seen in to-day's picture at the Queen's.

JOHN GILBERT and
GRETA GARBO in "LOVE"



"VALLEY OF DECISION"

The Everlasting Truth

"Multitudes, multitudes in the valley of decision," sang the prophet of old; and then he added, for the comfort of those who were passing through this valley "The day of the Lord is near in the valley of decision." What an exceedingly tender promise! This is for those who are uncertain as to the course to pursue! High above the mists of confusion and fear rings out this loving promise of God's presence and power to guide and help us in our efforts to make a right decision.

In the seeming strain and stress of daily life one is compelled to make many decisions, and some times it seems that other lives may be affected by them. The anxious and troubled heart may say that it is difficult in this turmoil of human hopes and fears to distinguish between the voice of God and the voice of human planning. But the understanding of God as divine, unerring, infinite Mind will help to solve this difficulty just as it does so many other human problems.

The Psalmist wrote, "If I ascend up into heaven, thou art there; if I make my bed in hell, behold, thou art there." The old saying that one must lie upon the bed which he has prepared for himself is deprived of its bitterness in the light of this knowledge of God expressed in the Psalmist's words; for the understanding of God as infinite Love reveals that He is present even if to human sense one has made his bed in the lowest depths of human suffering.

In attempting to decide any question which involves the welfare of others as well as ourselves, we find that many perplexing problems present themselves. Much of the

burden in such a case arises from the belief of personal responsibility, the belief that in our hands alone lies the responsibility for the safety and happiness of our loved ones. We are thus apt to limit the channel through which the answer to our problem may come. Human sense is always limited in its outlook; but spiritual sense, which acknowledges God as the only power, enables us to know that all good is possible to God. A false sense of personal responsibility for our loved ones may lead us to think that we have to work out their problems and to make their decisions, whereas spiritual understanding reveals that we may retard the spiritual growth of another by assuming too much responsibility on his behalf.

The spiritual growth of an individual is often best attained by his own efforts to rise above the material sense of things, and by proving for himself the ever present availability of divine Love to guide and guard. Human sympathy would try to shield a loved one from a hard experience, but an experience which to human sense appears difficult may be the very one which will lead him to the Father's house. Divine compassion whispers, "Loose him, and let him go," and the radiance of the healing Christ, Truth, shines on our troubled pathway, bringing peace and comfort and joy. Thus "the day of the Lord is near," and we are lifted out of the valley of decision to the mountain-top of demonstration.

High above the human sense of mistakes and failures shines the everlasting truth that God, good, is omnipotent. Holding to this spiritual fact, we shall understand more as we put into practice what we have already learned; and so, step by step, we shall acquire the knowledge of God which enables us to solve all our human problems.

A WORD CHRIST CHANGED

The True Meaning of Humility

We often use the word 'humble,' but how many of us know the history of the word? This word has changed greatly in its interpretation since the early Greek days. The Greek chamai, 'on the ground,' is the forefather of the Latin humus, 'ground or earth,' but humilis did not refer to one who was low, debased, mean. It may rightly be claimed that Christianity has ennobled this word and changed its classification from a vice to a virtue. To be humble or to humble oneself is to show or express one's lowliness—not lowness; one's meekness—not meanness. One is humble who thinks more of others than of himself; is unassuming, unpretentious, and declines personal credit for the good received.

'Humble yourselves in the sight of the Lord.'

FAMILY ALTAR

Prayer Subject.—Sunday's Reading.—Joshua iv. 1-14.

"These stones shall be for a memorial."

Every land has its monuments to commemorate great victories. The Israelites, for their own encouragement and that of succeeding generations, were commanded to raise stones of remembrance to celebrate the first victory God gave them over the Canaanites. Has He caused you to triumph over sin, or self, or Satan? Then, up with a thanksgiving stone, to remind yourself and others of His goodness and power to save!

Hymn:—
All things are possible to him.
That can in Jesus' name believe:
Lord, I no more Thy truth blaspheme,
Thy truth I lovingly receive:
I can, I do believe in Thee,
All things are possible to me.

The most impossible of all
Is that I'er from sin should cease:
Yet shall it be? I know it shall;
Jesus, look to Thy faithfulness!
If nothing is too hard for Thee,
All things are possible to me.

CHURCH NOTICE.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.

Sunday Service, 11.15 a.m.
Subject: "Soul."
The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 o'clock.
Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.

FLOWER AND FRIEND

Praise him who by a simple flower
Lifts up our hearts to things above;
Thank him who gives to each one power
To find a friend to know and love.
—STUART WILSON, in "Carol of Beauty."

TABLOID THOUGHTS

The past has cancelled and burned deep
All yesterdays, then let them sleep;
All yesterdays, then let them sleep;
Concure yourself with-but-to-day,
Grasp it and teach it to obey!

Greatly begin! though thou have time
But for a line, be that sublime:
Not failure, but low aim, is crime,
—J. R. LOWELL.

God will accept your first attempt,
not as a perfect work, but as a beginning. The beginning is the promise of the end.

If there be some weaker one,
Give me strength to help him on;
If a blinder soul there be,
Let me guide him nearer Thee.
—J. G. WHITTIER.

PENINSULA HOTEL

A la Carte Grill

(6th floor)

DINNER DANSANT DAILY

From 8.30 p.m.

(Sundays excepted)

ROOF GARDEN
TEA DANCE DAILY

From 4.30 p.m. to 6.30 p.m.

(Sundays excepted)

ADMISSION FIFTY CENTS

including Tea.

Dancing nightly

Admission \$1 per head.

THE HONGKONG AND SHANGHAI HOTELS, LTD.



DUTCH MASTERPIECES

London, Jan. 10.

What is regarded as the most complete collection of Dutch masterpieces ever hung together may be seen now at the winter exhibition of the Royal Academy. It rivals, if it does not surpass, in public interest the Flemish exhibition of two years ago, and more than a quarter of a century has elapsed since anything approaching it has been seen in this country. For many months the art experts of Great Britain and the Netherlands have applied themselves to the enterprise, and they have had the support and co-operation of owners of masterpieces all over the world, from the King downwards, who have agreed to forego the enjoyment of their treasures for some months in order that the British public may benefit. Unfortunately it was not possible to woo back even on loan Rembrandt's "Milk," which the late Marquis of Lansdowne sent overseas some years ago in return for the substantial sum of £100,000.

£3,000,000 Worth

The intrinsic value of the Dutch collection now on view, apart from their artistic merits, can be estimated by the £3,000,000 insurance effected on them. So much importance did the Dutch Government attach to the pictures that they sent two war vessels as escort, the first seen in the Thames, it is suggested, since the Dutch sailed in gaily in the seventeenth century. Rembrandt's "Alexander the Great" was collected by armed men from the Art Gallery in Glasgow and carried in a specially sprung motor-car to London. The British Minister at Bucharest motored 30 miles to collect in person the priceless Rembrandt which the young King Michael has sent to Burlington House. European countries, such as France and Italy, have sent their quota, and even American owners have allowed their acquisitions to cross the Atlantic once more. It is estimated, however, that about one-fourth of the total are of British ownership.

Sold For Five Shillings

The collection deals with Dutch painters from the primitives of the fifteenth century onwards, and goes on through Rembrandt, Franz Hals, Vermeer, Jan Steen, Ruysdael and Altp, to Jansels, Maria, Von Gogh, and Teorop. Critics say that the

outstanding feature is the collection of paintings by Vermeer, who was born in 1632 and is thought to have studied under Rembrandt. Of his total output of 40 pictures done during his short life, 10 are on the walls. "The Head of a Young Girl" is one of the "plums," not only on account of its artistic beauty but because of its romantic history. After being lost for 200 years it was recovered in 1882, and bought at public auction for the equivalent of five shillings in English money. The purchaser gave it to the Hague Gallery, and its value is now placed at £100,000. In the "Young Woman reading a Letter," we have a subtle harmony of blue and amber, and in a "Lady at the Virginals" and a "Gentleman," Vermeer shows once again a masterly handling of an interior. The "Maid pouring Milk" is also on view, a picture for which Vermeer's baker was willing to accept 300 francs, and for which a Frenchman offered 50. The work subsequently changed hands at 500,000 florins, or nearly £155 a square inch. "The Little Street," another exquisite, was offered to the Louvre eight years ago at £70,000, and was then suddenly withdrawn and presented to Holland by Sir Henry Deterding.

A Show of Rembrandts

There has seldom been anywhere such a show of Rembrandt's paintings, which alone number over 50, exhibiting him alike as a portrait painter or a painter of religious subjects or historical scenes. "The Adoration of the Magi," lent by the King, is a superb example of his religious art, and "The Standard Bearer of Amsterdam" an equally brilliant piece of portraiture. "The Adoration of the Magi" has had its own adventures. In the year 1718, when the Old Pretender was calculating his chances of gaining the English throne, it appeared in a sale room at Amsterdam. Seven years later it was sold at Rotterdam, and it passed from one saleroom to another, until in 1809 it came up for auction in Paris. In the year before Waterloo it was in London, and there it has since remained, one of our most treasured possessions, and splendidly radiant among even such a collection of treasures of Burlington House can show to-day.

Salvation Army Crisis

The crisis in the affairs of the Salvation Army has aroused intense public interest, as the contest for

supremacy between the advocates of democracy and General Booth proceeds. It is admitted that the object of many of the commissioners who have come to London from the uttermost ends of the earth is to oust the old commander from his post and to set up a change in the system by which at present all power is vested in the rule of one man. The determination and the strength of the "reformers" may be gathered from the fact that Brigadier Slattery, the Divisional Commander of the Melbourne Central Division of the Army, has been suspended from duty because he dared to criticise the members of the High Council which is meeting at Sunbury-on-Thames. There's freedom of opinion for you! Not only did the High Council move rapidly and decisively, but so secretly that General Booth, who is lying ill at Southwood, where he is known as "Mr. Bernard," heard nothing of the meeting until a few days ago. "The doctors," said an official of the Army, "when they saw General Booth this week, considered that he had made further progress, and was strong enough to be informed of the calling of the High Council without too grave a risk being incurred." Accordingly he was told by his wife and daughter. The General thought awhile, and then said, "Whatever other people may think about the government of the Army they must feel that this is rather rough on me." I think the majority of the public is inclined to agree that it is "rather rough" on him.

A Melodramatic Business

The proceedings at Sunbury-on-Thames have been conducted according to the best manner of the late Mr. William Le Queux. The house, where Dickens once lived, is besieged by an army of reporters and press photographers, who are forbidden admission even to the grounds by Salvation Army officers and police stationed at the gates. Many of the army guard wear the medal for 25 years' service, and have been selected for duty because they know most of the Commissioners by sight. Each Commissioner is challenged on entrance and has to show his permit. A venerable figure was that of Dr. Brengle, described in America as a "traveling spiritual special," while another was Yamamoto, a Japanese who was converted from Buddhism, and is now Commissioner in Japan and the author of "The Common People's Gospel," which has run into millions. Colonel Muthin, of Madras, wearing a richly coloured Eastern costume and a turban, came with him.

A Pledge of Secrecy

Every Commissioner has taken a pledge of secrecy, and, moreover, has kept it, so that, apart from the bold statement issued each evening,

nothing is known of what has gone on within the closed doors of the conference room. There seems a touch of irony in opening the proceedings by the singing of the hymn, "Mine to rise when Thou dost call me," were it not that the Army has never been noted for its humour. One way out of the acknowledged impasse is the suggestion that General Booth may be given the rank of "Field-Marshal," and the right to retain the spiritual leadership of the Army without temporal control. What is "spiritual leadership" exactly, and what is "temporal control," no one has yet defined. In six months, the doctors say, the General will be at work again, and may be able to define those issues, but at present it would seem as though the Sunbury conference will rush matters to a decision—perhaps before the week is out.

Lord Chancellor as Bridegroom

Lord Hailsham has shown himself to be a "very susceptible Chancellor," as was his prototype in "Iolanthe." The Westminster Abbey register now contains this record:—

Douglas McGarel Hogg, Lord High Chancellor, Lord Hailsham, aged 57, widower, of 57, Portland Place, W., and Mildred Margaret Lawrence, aged 35, widow, of Middleton House, Middleton Cheney, Northamptonshire, daughter of Edward Parker Dew, clerk in Holy Orders, by special licence.

The bride is a daughter-in-law of Lord Trevelyan, a former Lord Chief Justice, and her wedding was as secret as a wedding in the Abbey could be made. That is to say, only a few friends, carrying permits, were admitted to King Henry VII's Chapel, and police kept off intruders. It is a wedding kept when the place of ceremony is roped off? Lord Hailsham drove across from the House of Lords to the back of the Abbey, and when the ceremony was over bridegroom and bride slipped away through an Abbey hoarding at the back and returned unnoticed to the Houses of Parliament, where their guests awaited them. Quite as quietly they went off on the honeymoon. A Continental trip was out of the question, for, as one of the Council of State, the Lord Chancellor will not be able to leave the country during the King's illness. His destination was kept secret, but now it is known that he is no farther away than Bournemouth. Happy man!

Old Toll Bridges

The Ministry of Transport is considering a scheme for wiping out the eighty-eight toll bridges that still exist in England. None will be more delighted than motorists if these nuisances disappear, though one hopes that some of the old structures will remain. The toll bridge with which I am best acquainted bars the entrance to

Sandwich from the Margate-road. It is very picturesque and the quaint baroque that spans it is quite in keeping with the narrow, winding streets, mellowed, timbered houses, and general mediaeval air of this historic old Cinque Port town. Affixed to an inner wall of the barbi-can is a list of the tolls exacted. Though the list bears a date of the present century, it does not specifically recognise motors, which presumably pass as "locomotives." It is headed by the fees for "Berlin Chaises, Chairs, and Calashes." (It would be interesting to know whether the present tollman is competent to distinguish between a berlin chaise and a calash.) The charge for a car is one shilling and this permits a return journey any time before midnight the same day.

FIRST MAGISTRATE

Mr. E. W. Hamilton Succeeds Mr. Lindsell

OTHER APPOINTMENTS

Mr. E. W. Hamilton, who, since returning from leave last year, has been Police Magistrate at Kowloon, crosses the harbour to the Central Police Court to act as First Magistrate and Coroner.

Mr. R. E. Lindsell, who has acted as First Magistrate for some time, left for Home on leave yesterday by the P. and O. "Kashgar" and will, it is understood, sit for his final Bar examination.

Mr. T. S. Whyte-Smith, one of the Assistant Crown Solicitors, has been appointed to fill the vacancy at Kowloon. This is a post usually set down for Cadet Officers.

Mr. T. M. Hazlerigg, M.C., who has also been an Assistant Crown Solicitor and is the first holder of the post of Treasury Solicitor, and who was appointed Deputy Registrar of the Supreme Court when Mr. H. A. Nisbet, the Registrar, retired last year, has ceased to act as Deputy Registrar, says the "Gazette."

At a meeting of the Tung Wah Hospital management, it was decided to donate \$3,000 to famine relief in the northern provinces of Honan, Shensi, and Kansu, and \$2,000 to relief necessitated by drought in Kwangtung and Kwangsi. Mr. M. K. Lo (chairman of directors) presided at the meeting. The Hon. Dr. R. H. Kotewall, C.M.G., LL.D., and Mr. Tang Shiu-kin (chairman last year) were also present.

The following name has been added to the register of medical practitioners in Hong Kong:—Dr. Chumlong Vephula, M.B., B.S. (Hong Kong), St. John's Hall, University.

ILLUSTRATED!

ILLUSTRATED!!

ILLUSTRATED!!!

A WEEK'S PAPERS IN ONE.

OVERLAND

CHINA

MAIL

PICTURES of all local events are shown in the OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS and all the NEWS.

The Weekly paper that saves you the trouble of writing Home.

RESIDENTS WHO ARE GOING HOME ON LEAVE

Before it is too late place an order with the "Overland China Mail" for regular delivery to any address in the world if you are going on leave this year.

Several residents who were Home in 1928 sent out antedated orders. Their doing so is proof that they wanted to "keep in touch," overlooked the necessity of leaving word with the "Overland," and then tried to make up for lost time, which is a pity.

There is no need to do so. If you are asked when on holiday what is happening out here you needn't scratch your head and smile. The "Overland" is posted to catch the mail every week and to reach you. It is the weekly edition of the "China Mail" and the only illustrated weekly news summary published in Hong Kong. It contains all the "local" and "China" news and the best pictures.

THIS WEEK'S NUMBER

This week's "Overland" will be acceptable anywhere. It recalls the exploits of H.M.'s armed launches on the West River during five years' trying service. These three boats are to be withdrawn. Their place is being taken by Chinese gunboats built in Hong Kong. One of these has already taken part in the rounding up of Communists at Kongmoon; and the story is told in the "Overland."

The Colony's new tobacco taxes, how Hong Kong celebrated another China New Year, and the developments at Chefoo, threatening danger to foreigners, are among the features of this week's "Overland." Be sure to get your copy in time for sending away.

READY NOW.

SINGLE COPY 25 Cents.

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"THE OVERLAND CHINA MAIL"

MUSICAL COMEDY

Banvard Company in Kowloon

SUCCESSFUL OPENING

The Banvard Musical Comedy Company, always welcome visitors to Hong Kong, had a cordial reception at their opening programme at the Star Theatre last night. The entertainment provided was an original revue, "The Folies Bergere," and as the name would indicate, it was full of snap and vivacity throughout.

Special interest was evinced in the appearance of Miss Cherry Wylmott, one of "Hong Kong's own girls," who quickly established herself as a prime favourite. Miss Wylmott, an artist of considerable versatility, was conspicuously successful in a riotous finale to the first half of the programme, in which she appeared as a perfectly astonishing "school mistress," with Edgar Stanmore as the "Bad Boy," and the Banvard Girls as the "class."

Mr. Stanmore himself was very amusing with some topical witticisms in a sketch called "Moments with the Great," and later in the evening aroused much laughter with a special "interlude."

Mr. Frank Atkinson contributed a clever individual item with impersonations of music hall stars, also combining effectively with Miss Jeanne D'Arcy in sketch and duet. The various ballets were most lavishly staged and dressed, and were worthy of particular mention, all the novelty creations being supplied by the famous Max-Welby of Paris. "A Castilian Episode," in particular was highly spectacular, with Mr. Jack Desmond and Miss Jeanne D'Arcy doing some smashing athletic dancing which was never ungraceful. A pretty "Aeroplane Ballet," was led by Miss Gaye Jukes, who Miss Edna Ray danced in fascinating manner in "Jade," a riot of colour.

Miss Ethel Beard, in excellent voice, provided a bit of really good singing, and Mr. Billy Bray spun some good yarns with excellent effect.

The Company is a strong one throughout, and Mr. Judge Robinson did particularly well with the orchestra.

The "Folies Bergere" Revue will be put on again to-night, to be followed by "Clowns in Clover" tomorrow.

TO-DAY'S RADIO

Broadcast By Z. B. W.

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 350 metres. The call sign of the station is Z.B.W.

1.48 p.m. Weather Report.

5.55 p.m. Evening relay from St. John's Cathedral: Preacher the Rev. H. P. K. v. p.

7.15 p.m. Organ Solo, Mr. F. Mason.

8.30 p.m. Evening Weather Report.

9 p.m. Evening Programme (H.M.V. and Victor Records).

"Fantasia" And "Fugue" On "BACH'S" Organ Solo.

Cay Weitz.

"The Temple Bell."

"Less Than Thine."

Bartholomew Peter Dawson.

"The I Walk" Bass-Baritone.

"At Dawning."

"Andantino" Violin Solo.

Fritz Kreisler.

"The Rosary."

"The Long Day Closes."

Cleveland-Orpheus Male Chorus.

"Rose In The Bud."

"One Little Dream of Love."

Violin Solo; Renee Chemet.

"I Know Thy My Redeemer."

Lyeth. Thy Soprano.

E. Leigh & G. Thalben Ball.

"Aloha Oe" (Farwell To Thee).

"From The Land of The Sky-Blue Water." Violin Solo.

Fritz Kreisler.

"Tannhauser's 'Elysium' Chorus."

"Trovatore—Anvil Chorus."

Violin Mixed Chorus.

"Waltz In G Flat."

"Persian Song" Violin Solo.

Ernest Zimbalist.

"Prelude In E Flat Minor."

"I Call Upon Thee, Jesus."

Philadelphia Symphony Orch.

"Song of the Volga Boatmen."

"Negro Spiritual Melody."

Violin Solo; Fritz Kreisler.

"St. Margaret's Chimes, Westminster."

"Impressions Of London (Westminster)."

Bells & Organ; Stanley Roper.

God Save The King.

10.30 p.m.—Close Down.

Following an arrest earlier in the week, the police have taken two more suspects into custody in connection with the murder of the aged storekeeper of the Botanical and Forestry Department, who was found dead in a lonely store-house in Kennedy-road on the afternoon of Chinese New Year Eve. One of the three detained men was formerly in the employ of the B. & F. Dept.

LEAGUE CRICKET

(Continued from Page 5.)

Kowloon 2nd XI.				
F. S. W. Smith, b Randle	2			
N. Mackay, st Hunter, b King	1			
A. R. F. Raven, b Randle	0			
S. Jex, c Thorpe, b King	35			
H. A. R. Putter, not out	65			
B. Petheram, run out	9			
K. R. Macaskill, c Randle, b Noonan	0			
H. Overy, st Hunter, b Noonan	4			
E. R. Price, b King	0			
Extras	11			

Total 127

One man absent.

BOWLING ANALYSIS.				
King	7	0	27	3
Randle	6	1	35	3
Lacey	6	1	21	0
Hallam	3	0	19	0
Noonan	3	0	14	2

C.S.C. 2ND v. RECREIO

At Happy Valley, the Civil Service C.C. 2nd XI. lost to the Club de Recreio by 34 runs.

Batting first, the Recreio made 156 runs. Pinna (36), J. E. Noronha (34), to which the Civil Service replied with 122.

Scores:

Club de Recreio				
L. J. Guterres, b Eldridge	23			
H. A. Barros, b Eldridge	0			
J. E. Noronha, c Gull, b Chittenden	34			
D. P. Xavier, c Eldridge, b Chittenden	4			
F. Remedios, run out	23			
M. F. Pinna, b Harper	35			
L. M. Xavier, b Eldridge	14			
G. A. Noronha, b Eldridge	7			
C. M. Sousa, c 2, b Harper	0			
F. H. Carvalho, not out	8			
G. Remedios, b Eldridge	8			
Extras	8			

Total 156

BOWLING ANALYSIS.				
Eldridge	11	0	63	5
O'Neill	4	1	32	0
Chittenden	6	0	45	2
Harper	3	1	8	2

Civil Service 2nd XI.

H. F. Harper, c Xavier, b Pinna	21
J. W. Barnes, c Pinna, b Sousa	17
V. H. Chittenden, c Barros, b Sousa	1
R. E. Jones, c Carvalho, b Remedios	18
W. Eldridge, run out	15
G. Gull, b Xavier	24
L. J. O'Neill, b Pinna	20
F. Booker, b Xavier	4
A. Orrell, not out	2
Extras	0

Total 122

Two others did not bat.

BOWLING ANALYSIS.				
Xavier	8	0	33	2
Sousa	7	1	30	2
Pinna	7	0	29	2
Remedios	6	1	17	1
Carvalho	4	0	13	0

LEAGUE TABLES

The positions in the League to date are:

Division I.				
	P.	W.	D.	L.
Hong Kong C.C.	6	4	2	0
Royal Navy	6	3	1	2
University	6	3	1	2
Kowloon C.C.	7	2	3	2
Indian R.C.	6	2	2	8
Chinese R.C.	6	2	1	3
Civil Service C.C.	7	1	3	6
Craigengower C.C.	7	1	3	6
Royal Artillery	3	1	0	2

Division II.

	P.	W.	D.	L.
Indian R.C. 2nd	12	9	1	2
H.K.C.C. 2nd	10	9	0	1
R.E. & S.	10	8	0	2
Kowloon C.C. 2nd	10	4	4	16
Craigengower 2nd	10	4	4	16
Recreio	11	4	1	13
F.A.S.C.	8	3	2	11
C.S.C.C. 2nd	9	3	2	11
University 2nd	7	2	3	8
Royal Navy 2nd	7	2	1	4
Police R.C.	10	2	0	8
Electric R.C.	9	0	3	6
R.A.O.C.	5	0	0	5

THINGS CANADIAN

Value As A "Going Concern"

FACTS WORTH KNOWING

Evidences of Progress.—1928 marked a period of rapid growth in the economic structure of the Dominion, and on every hand there is evidence of progress being made in exploration, development and production."—Dominion Government Bulletin.

Exports.—81.2 per cent. are in the form of manufactured or partly manufactured goods.

Field Crops Area.—Increased from 20,000,000 acres in 1900 to 60,000,000 acres in 1928. The 1928 area showed an increase of a million acres over 1927 alone.

Forest Products.—Primary, 1926, \$204,436,328; 1925, \$209,276,501; decrease, \$4,840,173.

Gold Facts.—Canada ranks third as gold producer. Value, 1927, over \$40,000,000; only \$24,000,000 in 1900. Production in ounces, 1915, 919,050; 1925, 1,754,220, nearly doubled. Canada produces 9 per cent. of world total.

FAMOUS STORIES

(Continued from Page 13.)

naked, or allow me something to shelter me from the sun. Humanity at last prevailed; they returned to me the worst of the two shirts and a pair of trousers; and as they went away, one of them threw back my hat, in the crown of which I kept my memoranda; and this was probably the reason they did not wish to keep it.

After they were gone, I sat for some time looking around me with amazement and terror; whichever way I turned, nothing appeared but danger and difficulty. I saw myself in the midst of a vast wilderness in the depth of the rainy season, naked and alone, surrounded by savage animals and men still more savage. I was five hundred miles from the nearest European settlement.

All these circumstances crowded at once on my recollection; and I confess, that my spirits began to fail me. I considered my fate as certain, and that I had no alternative but to lie down and perish.

The influence of religion, however, aided and supported me. I reflected that no human prudence or foresight could possibly have averted my present suffering. I was indeed a stranger in a strange land, yet I was still under the protective eye of that Providence who has condescended to call himself the stranger's friend.

At this moment, painful as my reflections were, the extraordinary beauty of a small moss in fructification irresistibly caught my eye. I mention this, to show from what trifling circumstances the mind will sometimes derive consolation; for though the whole plant was not larger than the tip of one of my fingers, I could not contemplate the delicate conformation of its roots, leaves, and capsule without admiration.

Can that Being (thought I) who planted, watered, and brought to perfection in this obscure part of the world, a thing which appears of so small importance, look with unconcern upon the situation and sufferings of creatures formed after his own image?

Surely not! Reflections like these would not allow me to despair; I started up, and disregarding both hunger and fatigue, travelled forward, assured that relief was at hand; and I was not disappointed.

In a short time I came to a small village, at the entrance of which I overtook the two shepherds who had come with me from Kooma. They were much surprised to see me, for they said they never doubted that the Foulahs, when they had robbed, had murdered me.

Departing from this village, we travelled over several rocky ridges, and at sunset arrived at Sibidowlo, the frontier of the kingdom of Manding.

EASTERN PORTS

Details of Health Bulletin

The health bulletin of Eastern ports for the week ended February 9, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths:—

Plague: Rangoon (1), Colombo (2).				
(2), Cheribon (1), Phnom Penh (3); 1 infected rat found in Macassar; 5 infected rats found in Bombay, zone 3; 5 infected rats found in Rangoon, zone 3; 2 infected rats found in Colombo, zone 3.				
Cholera: Calcutta (23), Negapatam (1), Rangoon (4), Tuticorin (1), Bangkok (17) (9), Phnom Penh (1), Small-pox: Basrah (2), Bombay (3), Calcutta (13) (7), Karachi (14), Madras (5) (6), Negapatam (7) (6), Rangoon (3), Vizagapatam (6), Colombo (1), Samarinda (4), Haiphong (14) (1), Phnom Penh (22) (14), Shanghai (8), Canton (16) (1), Mienao (14), Dairen (11), Melden (3) (1).				

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of France" arrived at Shanghai on Friday at 4.30 p.m., left that port yesterday at noon and is due at Kobe to-morrow at 10 a.m.

The s.s. "Piave" sailed from Karachi on Jan. 28, and is expected here to-morrow.

BROWN DERBY

Season's Funniest Picture

AN UNUSUAL REQUEST

For some time motion picture producers have been telling us that the comedy is the thing, that the screen was made for laughter, and so on. Johnny Hines has kept the promise for all. His new First National picture, "The Brown Derby," showing at the Majestic Theatre, Kowloon, will take its place among the funniest pictures of the year. He has selected his best comedy vehicle to date in "The Brown Derby" and has provided the most hilarious situations seen for many a day. He has not stinted himself as some screen comedians do, but has surrounded himself with a splendid cast of players, who assist in putting over the uproarious moments with a bang.

Johnny Hines has always been one of our favourites, and at this moment we find ourselves reaching around for that comedy crown for him to adorn himself with when his head is not busily engaged underneath his brown derby.

Johnny is more of a whirlwind than ever in the midst of his many comedy sequences, and in his love scenes he proves that a good comedian can at the same time be a good screen lover. And another thing in his characterisation—Johnny proves that a plumber can be funny without breaking a water-pipe.

The Story

The story of "The Brown Derby" deals with the exciting happenings that come into the life of a good-natured young man when he finds himself the heir to a brown derby bequeathed to him by an eccentric uncle. It seems that Johnny has an inferior complex, and the strange powers of this chapeau chase the glooms away. With the brown derby on Johnny's head and a case of mistaken identity under way, the fun starts at a furious pace and does not let up for a moment.

A splendid cast support the star, including Lois Wilson, who is an excellent leading lady for the comedian. Ruth Dwyer is charming as the ingenue, and Bradley Barker is excellent as the fortune hunting lover.

Others figuring prominently are Flora Finch, Edmund Breese, J. Barney Sherry, Herbert Standing, Harold Poshay, and Bob Slater. Charles Hines directed and did not leave a dull moment in the picture. It will be shown again to-day.

COMING AND GOING

Prominent Residents Leave Colony

The P. & O. s.s. "Kashgar" left Hong Kong yesterday for Singapore and London via Suez and usual ports. Among the Hong Kong passengers were:—Engineer Captain E. E. Bartlett, R.N. and Mrs. Bartlett, Lt. K. W. Beard, R.N. and Mrs. Beard, Lt. C. T. Collett, R.N., Lt. J. Fair, R.N., Miss C. Palmer, Lt. H. R. Hillbeck, R.N., Mrs. P. Jacks, Mr. A. Langley, Mr. and Mrs. R. E. and Miss H. Lindsell, Mr. and Mrs. L. E. Longbottom, Mr. J. D. MacLaren, Lt. W. R. Monk, R.N., Mrs. E. S. Murphy, Mr. M. H. Murphy, Lt. G. F. Renwick, R.N., Mr. C. W. P. Richardson, Mr. F. J. de Rome, Mr. W. O. Shelford, R.N., Mr. V. Sorby, Mr. J. S. Swan, Mr. R. S. Vergette, Mr. and Mrs. A. J. Wadmore, Mr. J. Williams, Mr. A. E. Witte, Mr. J. M. Wintour, R.N.

Among those who arrived on the "Khiva" from London via Suez and Singapore yesterday were:—Mr. and Mrs. Gelling, Mr. and Mrs. Wells, Mr. and Mrs. D. W. Tratman, Mr. L. N. Murphy, Mr. and Mrs. Scott, Sub. Lt. F. D. Brown, Sub. Lt. G. R. Cadiz, Sub. Lt. J. O. Mansell, Sub. Lt. G. A. Moseby, Sub. Lt. G. A. Norfolk, Pay Lt. Comdr. Pigott, Captain C. R. L. Scott, Lt. R. B. Halliwell, Sub. Lt. R. C. Duckworth, Engineer Captain and Mrs. Aikenhead.

The total rainfall since January 1 is only 0.96 inches, against an average of 2.35 inches.



To Whiten Teeth

Free them of dingy film and thus protect them against many serious tooth and gum disorders

Send Coupon for 10-Day Tube

THOUSANDS of people discover that teeth thought naturally "off color" are actually dazzling white. A film coat makes them lustreless and dull. When you remove it the new way teeth take on a brilliance that amazes. Gums grow firm and coral pink.

Here is a simple test that shows what the new way can do for you.

This scientific way in tooth and gum care removes the dingy film that clouds your teeth.

Just run your tongue across your teeth. And you will feel that film. It is the great enemy of pretty teeth and healthy gums.

It clings to teeth, gets into crevices and

stays. It forms a breeding place for germs. And germs, with tartar, are the chief cause of pyorrhea.

Ordinary brushing fails in successfully removing film. Under film are the clear, whiter teeth you envy.

Now modern science has perfected an effective film combant called Pepsodent. It acts to curdle film, then removes it. It firms and protects gums; beautifies teeth quickly and correctly.

Please Accept Test Tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.

10-Day Tube Free

W. S. Sherry & Co., Dept. CHS, 6, Queen's Road, Central, Hong Kong

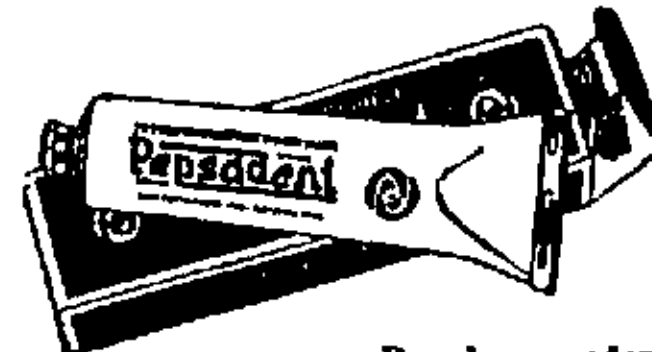
I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name.....

Address.....

City.....

Give full address. Write plainly. Only one tube to a family.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results. 8-51-28

PASSENGER LIST

ARRIVALS

Passengers disembarked at Hong Kong on Feb. 15 by the "President Pierce" from Seattle, Yokohama, Kobe and Shanghai were:—

Mr. G. Bodiker, Mr. & Mrs. Chan Hon-ye, Mr. & Mrs. Chang Ting, Mr. P. Chan-aiman, Miss L. Cheung, Miss Chow Kin-kin, Mr. H. S. Chuck, Mr. R. E. Coxon, Miss E. Dawes, Mr. H. Gild, Mr. N. Hassom, Mr. M. J. Heller, Mr. C. G. Holland, Mr. J. R. Hopkins, Mr. Kom Tong-tsu, Mr. F. Lobel, Mr. Lok Tsong-han, Mr. Lui Chow, Mr. & Mrs. C. Martin, Miss M. Martin, Mr. & Mrs. W. S. McCall, Mr. C. M. Dermott, Mr. I. W. Mordochovich, Mr. J. Ohtani, Miss M. P. Quincey, Mr. T. Rothardt, Mr. F. L. Robbins, Mr. Sai Ting-pie, Mr. Shing Lee-chai, Mrs. A. C. Stewart, Mr. L. B. Stiles, Mr. & Mrs. A. Tiefenbacher, Miss S. Toh, Miss A. Toh, Miss G. Toh, Miss Cho-ring Toh, Mr. Wong Chuck-san, Dr. Arthur W. T. Woo, Mr. & Mrs. E. A. & the Masters R. W. & C. T. Worley, Mrs. Yee Sze-wing, Miss Au Young, Mrs. E. E. Youtz, Mr. Yu Kuan-huang.

Yesterday's temperature at noon was 57 degrees, compared with 62 degrees on Friday.

JOHN GILBERT AND GRETA GARBO IN "LOVE"

The Stars of "Flesh and the Devil"-together again!

HERE is the film event of the year!

One of the great love stories of all time has been translated to the screen at last in a breath-taking production! With the greatest romantic stars in pictures—John Gilbert and Greta Garbo who scored so brilliantly in "Flesh and the Devil!"

How dashing Jack Gilbert makes love in this one! And how flaming Greta Garbo is caught in its swirl of passion! You'll thrill with every tender scene, be touched and moved with its moments of heartbreak!

AN EDMUND GOULDING
production from the novel

ANNA KARENINA

by
LYOF N.
TOLSTOI

*Continuity by Frances
Marion. Directed by
Edmund Goulding.*



A
Metro-
Goldwyn
Mayer

PICTURE

SHOWING
AT THE

QUEEN'S

WEDNESDAY TO
SATURDAY

MOTORISTS THIS IS YOUR PAGE

Come and
See the
Two Fine
Values

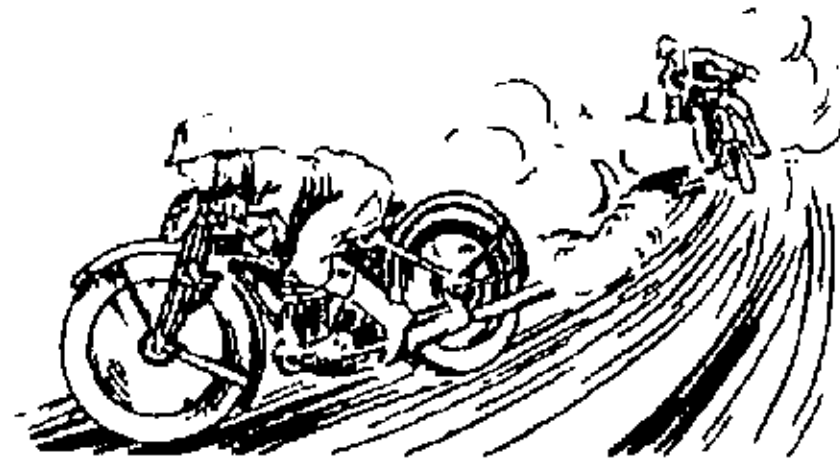
Model L.29
3.49 h.p. O.H.V.

AND

Model L.29
TWO PORT
3.49 h.p. O.H.V.

And Then—

"Lead
The Way
on a
B.S.A."



THE RE-DESIGNED

B.S.A.

MOTOR CYCLES

EMBODY

Large Additions of
Great Importance for

1929

Full Particulars from

SINCERE'S

THE SOLE AGENTS.

OUR WEEKLY CHAT

On Cars, Trucks, Cycles And Accessories

NOTES FROM THE FACTORIES

[By "Super-Six"]

Naval Motorcyclists

Attached to the United States Navy are 2,031 motor cycles, while 7,941 machines are privately owned by naval men.

Every 4½ Seconds

A recent road traffic census taken at Malton (Yorks) revealed that 10,000 cars passed through there in a day. This equals one every 4½ seconds.

Poor Progress in Russia

There are only 22,500 motor vehicles in Russia, or one to every 6,200 inhabitants, and worse figures are only shown among large countries, by China.

The Motorcycle Industry

It is computed that about 4,000,000 motor vehicles are produced annually in the United States. France produces 200,000. Great Britain 190,000, Italy 64,000 and Germany 64,000.

Out of the Frying-pan

The nervous driver had misunderstood a policeman's signal, and was being called to order. Helpfully, his wife leant out of the car: "Don't take any notice of him, constable—he's drunk."

American Roads

A grant of \$43,875,000 has been made by the Federal Government of the United States towards the cost of repairing and construction of national roads during the next three years. This sum, however, represents only 7 per cent. of the total cost.

World's Car Population

It is believed that for the estimated world population of 1,900,000,000 there are in operation 29,700,000 motor vehicles which is at the rate of one machine for every sixty-four persons in the world. The highest ratio is in the United States, with one car for every five of population.

Motoring in Algeria

There has been a very rapid rise in the progress of motoring in Algeria during the past two years. According to the latest figures there were 49,925 motor vehicles registered, of which 41,035 were touring cars, and this represented an increase of 75 per cent. on the previous year.

State of French Roads

The French Minister of Public Works is asking for a vote of 455 millions of francs for road repairs in his Budget for 1929. He states that out of 40,000 kilometres or routes nationales 27,000 kilometres are in good condition, but a credit of 950 millions will be needed for the repair of the remainder.

Rear Lights for Elephants!

In Ceylon elephants are the sole means of heavy transport on the roads, and their great size and erratic gait constitutes a source of constant danger by night to the numerous cars that use the 112 miles of road between Colombo and Kanda. The municipal authorities now insist on the elephants carrying tail lights.

A Popular Route

Traffic on the Klausen Pass, in Switzerland, this year has passed all records, no fewer than 9-122 cars having crossed it during the season, as compared with 7,059 last year. Incidentally, the Canton of Uri has benefited to the extent of £1,320 in tolls. The Klausen, it may be added, is not only the scene of the chief hill-climbing contest in the continental calendar but is one of the most picturesque passes in the Alps.

A Wise Move

Austrian automobilists have suffered considerably from the ignorance displayed by magistrates of motor car management and control. The magistrates, however, are not well paid, and there seemed no prospect of their gaining any practical knowledge of motoring from personal experience as car-owners. Consequently the Austrian Touring Club has stepped in with an offer to place cars at the disposal of the magistrates henceforth on every occasion when they are engaged in professional duty.

America Leads

According to the American National Automobile Chamber of Commerce there are now 675,000 miles of surfaced roads in the U.S.A.

Brookland's Birthday

Mr. A. V. Ebbelwhite this year celebrates his twenty-first anniversary as an official timekeeper at Brooklands. His services date back to the opening year of the track in 1907.

Across the States

Two eighteen-year-old American girls have started from New York on a trip to the Pacific coast. Their machine is an Indian Scout outfit, but the sidecar is piled so high with luggage that one has to ride on the carrier. They are covering 250 miles a day.

A Highwayman Felled

A motorist driving at night-time through a village in the Jura region, near Basle, observed an old woman in the middle of the road, who held up a basket as a signal to stop. When he pulled up she asked for a lift, which he granted. As she was mounting the car, however, having previously deposited her basket, he noticed a pair of trousers beneath the skirt of the supposed female. Thereupon he asked the obvious bandit to go behind and push the car while in gear in order to start the motor, which "he" did, only to find his intended victim speeding away into the distance. In the basket, beneath a camouflage of apples and carrots, the motorist discovered a revolver.

Where England Leads
At the present time there are about 120,000 motor cycles in use in the United States. There are 700,000 in Britain.

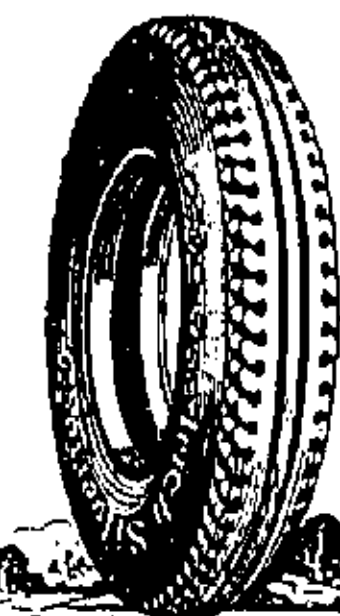
Mediterranean Red Tape
Permission for naval men to hold motor cycle road races in Malta was not given because the speed limit in the Island is 20 m.p.h.

International Class Record
Driving a six-cylinder super-charged 1,100 c.c. Amilcar at Monza, two Italian amateurs, Count Luigi Castelbarco and M. Mario Albert, have beaten the 12 hours' international class record by covering 1,427.7 kms. nearly 74 m.p.h.

A Novel Hotel
Something distinctly new in hotel construction is about to be erected in Prague. It will contain boxes for 250 cars, and alongside each box there will be a bedroom for the driver. A repair shop and a spare parts store will also be included in the building. It is proposed that the charge for the room and housing the car shall not exceed 50 crowns, or 6s.

A mighty test of

Goodrich Silvertowns



Goodrich
Silvertowns

"Best in the Long Run"

SOLE AGENTS:

UNIVERSAL MOTOR & SUPPLY CO.

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Telephone No. C. 4915.

ALL SORTS OF MOTOR ACCESSORIES ALSO IN STOCK.

Public buses can show you the fact about GOODRICH SILVERTOWNS. They give—

—added mileage, yielding more deliveries from a single set of tyres.

—continuous mileage, freed from trouble, which gets deliveries to customers on time

—sturdy mileage, caring little for rough going and heavy loads.

WHAT YOU WANT —

is a machine of quality at a low price.

We have now in stock

GILLET D'ERSTAL 32 WORLD'S RECORDS

Models from H.K.\$470 up.

F.N. 23 WORLD'S RECORDS

Models from H.K.\$480 up.

and

MONET & GOYON

Fitted with the famous M.A.G. engine

holder of 26 WORLD'S RECORDS

Models from H.K.\$360 up

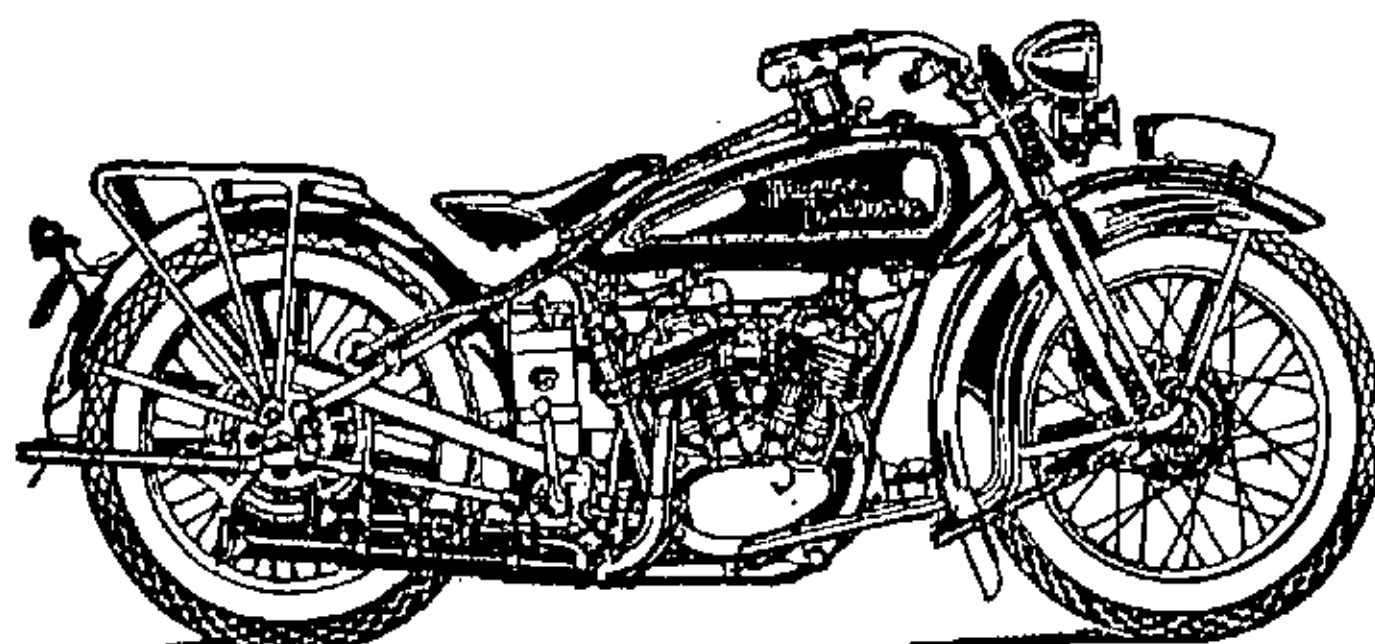
also Side-cars Accessories and Spare Parts.

Sole Agent for Hong Kong and South China:

THE FRENCH MOTOR CYCLE CO.

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THE LATEST 1929 HARLEY-DAVIDSON.



A NEW WONDERFUL 45 TWIN.

Here it is! The 45 Twin, the Motor-Cycle Magnificent, that the world has been waiting for Harley-Davidson to build.

And such a Motor-Cycle! Great Acceleration—Smooth Gliding Power—Quiet Speed that leaves the parades of cars far behind. Above all, a Motor-Cycle easy to handle, a comfort and a pleasure to ride. Everything you would expect in a 45 with the Harley-Davidson name on the tanks. Features Galore that stamp it the peak of modern Motor-Cycle engineering.

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242. 2 Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS

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BUSES

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THE ASIATIC AMERICAN CO.

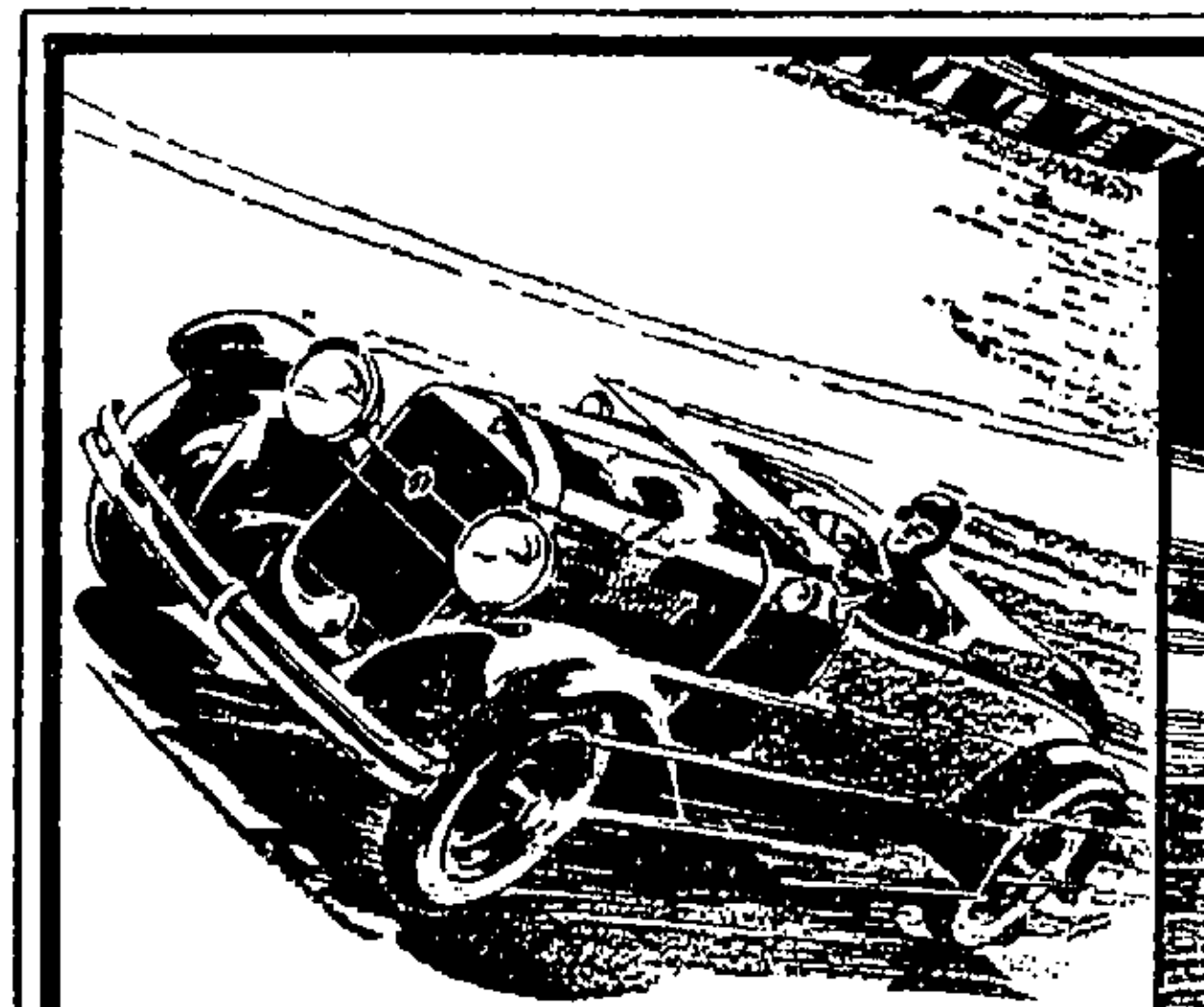
OFFICE:

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STUDEBAKER President Eight



19 days

and 18 nights

of constant driving faster than
68 miles per hour!

FOUR strictly stock model Studebaker President Eights, under supervision of the American Automobile Association, proved world record speed and endurance in this unequalled 30,000-mile test run. Not one drop of lubricant was added to their ball bearing spring shackles!

All six of the official engine seals placed on the record breaking roadsters remained unbroken!

A short trial run today will tell you why The Studebaker President outsold every other eight cylinder car in the world within six months after its introduction.

Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 26,326 minutes); The Commander (23,000 miles in 22,958 minutes); The Director (10,000 miles in 4,771 minutes); The Brakette (10,000 miles in 9,651 minutes). Each is backed by Studebaker's 12-month guarantee.

Prices Range from H.K.\$2,320 to H.K.\$6,140.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER

THE GREAT INDEPENDENT

ESTABLISHED IN 1852

MOTOR PROBLEM

Self-Changing Silent
Four-Speed Gear

BEGINNERS' BOGEY

For nearly 30 years the best brains in automobile engineering have wrestled with the problem of devising a gearbox which shall be childishly simple to operate, silent in action and infinitely resistible to wear.

Despite these efforts, however, gear changing is still sufficiently difficult to make an expert hesitate before guaranteeing to make perfect changes of speed under all conditions. As for the beginner, gear changing is, and always has been, his or her chief trouble, and until this operation is made as easy as say steering or braking, the art of driving a motor car cannot be considered to have been reduced to its simplest form.

Now at last we can announce a tremendous and revolutionary advance in this search for the silent, simple gearbox, an advance made possible by scrapping the old sliding gear kind of box and substituting for it a gear of the always-in-mesh internal type in which changes of speed are made automatically, the driver only selecting the gear.

In this box the gears are concentric and the tooth pressure is less than with the old type as more teeth are in more continuous engagement. The box made its first public appearance at the Olympia Show, where it was standardised on the 30 h.p. and Long and Short 29 h.p. Armstrong Siddeley models at an extra cost of £50 and £35 respectively.

This new self-changing gear has long since passed its experimental stage. Plans for its development were announced as long ago as 1923 and the first model was actually on the road early in 1924. Since then one box has covered over 50,000 miles without any attention or adjustment and many others have been subjected to the most searching tests, both in Britain and on the Continent. A Short 20 h.p. Armstrong Siddeley fitted with the new self-changing box was recently tested successfully over some of the worst mountain passes in Europe.

To drive or be driven in one of the new self-changing Armstrong Siddeleys produces an entirely new motoring sensation and at the same time creates in one after-ly new standards of car silence, acceleration and ease of control.

To begin with it is impossible for the passengers to tell on what gear the car is running for the simple reason that all the gears are equally silent. Even to a trained ear the only indication of an alteration of gear is provided by a slight change in the hum of the engine occasioned by a variation in its rate of turning.

Another Feature

The second outstanding feature of the gear is the ease, rapidity and silence with which a change of speed can be made. The arrangement of the control is entirely different to, and much simpler and more convenient than, the ordinary kind. It merely consists of a pedal taking the place of the usual clutch pedal and one short selector lever mounted in a dial above the steering wheel. The dial carries marks which indicate low (1), medium (2), normal (3), high (4), reverse and neutral positions for the short selector lever which replaces the usual long change speed lever control. The short lever selects the gear while the pedal allows the gear to change itself, a point of import-

ance being the fact that one gear can be selected while the car is running on another, the selected gear only being put into use when the control pedal is operated.

When about to start away with the engine running, the short selector lever is naturally in the neutral position on the steering wheel dial. It is then moved into the low or reverse position and upon the control pedal being fully depressed and released the car glides away. When or before it is desired to change up the short selector lever is moved into the medium speed position, but until the control pedal is again depressed and released the actual change of speed is postponed. Normal or high speeds are operated in exactly the same manner, the act of changing down following the same routine in that the desired gear or neutral is first of all selected by placing the short selector lever in the correct position on the dial and the box is allowed to change itself later by depressing and releasing the control pedal.

Changes either up or down can be made with startling rapidity in dead silence, the time taken to change gear being governed by the time taken to move the selector lever and depress and release the pedal. As many as fifteen changes in ten seconds were recently made in the course of a special test. With this four-speed gear changing is a real pleasure, whereas with the old types of four-speed gear the best and fullest use of the box was seldom achieved because of the noise on the indirect gears.

When running in the ordinary manner the control pedal can be used as the clutch pedal and will only allow the gear to change itself when the selector lever has been moved and when the pedal has been fully depressed. When partly depressed it always acts as a clutch pedal, although there is no clutch in the accepted sense of the word.

No Fumbling

With this gear and this control there can be no nervousness, no fumbling, no taking the eye off the road, no missing the change or crashing the teeth. Imagine, for instance, a car so equipped approaching a steep, twisting hill on high or fourth gear. Long before the hill is reached the driver has moved his selector lever into medium, knowing that he is faced with a steep and sudden hairpin bend. He approaches the corner on high, and a second or two before reaching the gradient simply depresses and releases the control pedal. Instantaneously medium gear comes into operation and the car roars up the steep pitch. Meanwhile the driver moves the selector lever to say, normal speed, and, having breasted the worst gradient, depresses and releases the pedal again. Normal gear comes into operation immediately and the hill is finished at speed and without the passengers having realised that the gears had been changed twice, so smooth and so silent had the operation been.

Or consider the same car in traffic. Picture the tremendous acceleration and confidence that this new control gives the driver. Feel the car leap forward as a lower gear is called upon and the throttle is opened up. Note how this surging acceleration is maintained from a walking pace up to the speed of an express train, merely by using this wonderful gear control and allowing the engine all ways to operate under the most favourable conditions. Calculate the gain in average speed made

(Continued at foot of next Column.)

NASH "400"

A Vital Quality
Feature

NEW MERCHANDISING SYSTEM

To-day the Nash selling organisation enjoys more merchandising advantages and can employ more honest and convincing sales arguments than any other organisation in the automobile industry.

Every man connected with The Nash Motors Company, whether at the factory or on the sales firing line, knows and proved superiorities of the Nash "400" Twin-Ignition motor, its unequalled factory supplied equipment, its exclusive features that raise every model far beyond our price field, and the extra-performance and extra-value that give the buyer so much more for his money than cars offered by our competitors. We know these advantages.

Biggest Sales Job

It remains for us to transfer our convictions to the public in so telling and so detailed a manner that every man and woman interested in the purchase and operation of an automobile—and there are more than 20,000,000 of them—will see Nash values as we do. If the public could be brought to know and appreciate as much about the Nash "400" Series quality, materials, construction and exclusive features as men of the Nash organisation know, there could be no question in the mind of a prospect concerning his many advantages in buying a Nash automobile as compared to any other competitive car!

We have two basic and unquestioned advantages over our competitors to-day. One lies in the Nash improved merchandising system which furnishes every "400" model with complete equipment at the factory and delivers the car at a substantially lower price at the purchasing point than rival dealers can deliver their cars. The other lies in the host of mechanical and design features, all of which cannot be found on any other car on the American market.

Shoot These Big Guns

It is the latter group of advantages that, to my mind, makes up the most important arsenal of sales ammunition at the command of every Nash salesman and dealer to-day. In many places salesmen are not employing this barrage of facts as well as they might by explaining them in detail to buyers. When once a prospect has all of this mechanical information clear in his mind he cannot fail to realise that the Nash value to-day is much higher than any other car offered him and that our unprecedented delivered price is actually one of the greatest achievements on record. There is to-day a splendid opportunity for us to secure a much greater volume of Advanced and Special Six business than even the present sales triumphs show.

Every one of the exclusive features on Nash "400" Series models is worth money to dealers and salesmen. Experts the country over—and particularly those leaders of mechanical thought and practice, the leading aviators—personally endorse the Twin-Ignition, High Compression, Valve-in-head motor principle which is our own exclusive feature. Nowhere in the Nash price field have designers approached the excellence of our Salon bodies, nor the effectiveness of the Nash outboard mounted Houdaille and Lovejoy shock absorbers; nor have they perfected a steering system that meets our standards. Our aluminium alloy pistons with Invar struts are the best that the industry anywhere affords. Our double drop frame is the last word in construction; our Bijur centralised lubrication system is a vital quality feature; our factory supplied accessories and equipment cannot be equalled in any local market at the Nash price. Enumerate and make clear these and other "400" features to every prospect. They speak for themselves.

In Class By Itself

Above all, make clear that no automobile buyer in the United States to-day can get all of these features on any car in the Nash price class.

It is obvious that, when this long list of mechanical and operating advantages, coupled with the low price advantages that complement them so strikingly, are crystallised in the public mind, Nash will get its widest public hearing and public support.

The Nash organisation has the best piece of automobile merchandising on the market to-day. Let's make the most of it!—G. Bliss, Sales Manager, in "The Nash Times."

possible by this silent, simple, self-changing gearbox. Forget the old cranking, straining and fumbling for the lever in the new joy of this steering-wheel-gear-control and count too as a new pleasure this wonderful sensation of motoring in perpetual silence—uphill as well as on the level.

SWEDEN'S TRIBUTE

President Nash's Tour of
Centres

TREND OF DEMAND

The same energy and enthusiasm that has placed the Nash "400" Series cars in fourth position in all Swedish automobile registrations met President C. W. Nash and his official inspection party in its highly pleasurable and instructive tour of the interesting Norwegian industrial and sales centres, which preceded the recent visits to the great Continental motor exhibitions.

Through Sweden, Denmark and Finland the American industrial leader and his party met with a series of inspiring receptions and a type of welcome which impressed them as did few events on the remainder of the tour.

Dealers Attend Dinner

In Stockholm fifty-seven of the five-wire dealers of the Swedish sales organisation responsible for the enviable Nash sales record in their country and twenty-three members of the Stockholm force attended a dinner and reception arranged in the famous Hasselbacken restaurant by Emil Salmson, Managing Director of Aktiebolaget A. Wiklund-Maskin & Velocipedfabrik, in Mr. Nash's honour. The affair, unlike usual American dealer meetings, followed European custom in its formality—a point of added interest to the visitors; but it brought out a type of enthusiasm that is alike the world over when the Nash product is the point of issue. At Copenhagen Vilh. Nellemann, distributor, was host to Mr. and Mrs. Nash; and at other points luncheons were arranged to bring the party into direct contact with all of the Norwegian people interested in Nash success. Members of the press attended all of the meetings, eager to secure Mr. Nash's views, and the big dailies featured pictures and Nash interviews constantly during the visit.

Eighteen Countries Represented

In Paris Mr. Nash was host at an official dinner which brought Nash representatives from eighteen different countries to exchange their views on overseas Nash business and complete plans for the immediate future. This meeting was one of the largest ever arranged by an overseas organisation and it gave Mr. Nash a splendid opportunity to come even closer to his European staff and their current problems. More than 35 European dealers were present at the unusual dinner, many coming from distant points to pay their respects and their approval of the "400" Series. Mr. Nash noted that although not all of them spoke English fluently there were few who did not understand the language.

At practically all of the meetings, Mr. Nash spoke in English and noted that the big majority of dealers and salesmen understood the language perfectly. Interpreters were employed at one or two of the Swedish banquets.

The American leader and members of his party were received in many of the industrial plants in both the Northern European countries and in Germany and France—a mark of unusual respect by European manufacturers, who are inclined toward locked doors in their factories. These visits gave the Americans every opportunity to study the best manufacturing practices on the Continent, at a time when Europeans were engaged in setting their style and new automobile features for this year.

All of these courtesies and the personal contacts combined to give Mr. Nash and his associates a clear picture not only of the year's trend in foreign made motor cars but also of the newest manufacturing and merchandising methods overseas.

GRAHAM-PAIGE "610"

Sales Boosted By New
Model

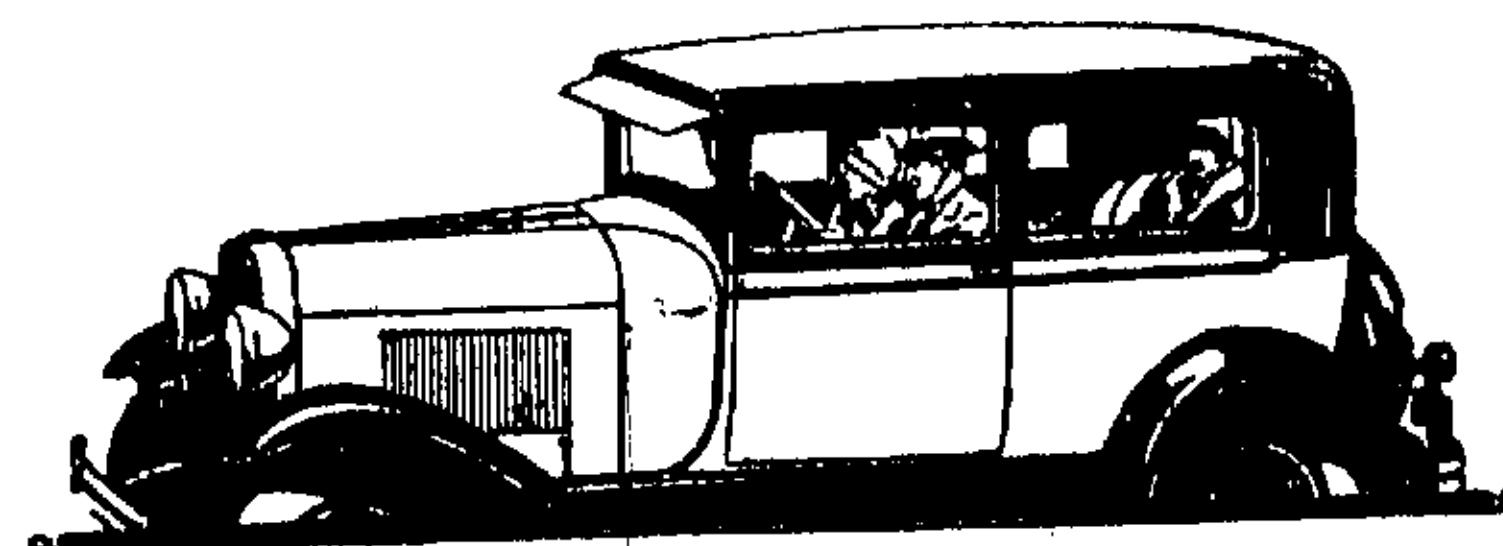
"While the sensational sales strides of Graham-Paige motor cars can be attributed to no one feature in the Graham-Paige line, the popularity of model 610 has been a very large contributing factor," asserts the local agents.

"Deriving its name from the fact that it is a six-cylinder car with a wheelbase of 110½ inches, model 610 is the smallest car in the Graham-Paige line. The motor is of the L-head type, with a bore of 7/8 inches, a stroke of 4½ inches and has a piston displacement of 175 cubic inches.

"The engine, in common with all Graham-Paige models except model 885, has a seven-bearing crankshaft and is statically and dynamically balanced. Special alloy aluminium pistons are used and the power plant develops 62 brake horsepower at 3,100 r. p. m.

"The lubricating system consists of full-pressure feed oiling by gear pump to all main bearings and crank pins, camshaft, water-pump shaft and valve lifters, and the chassis is lubricated by pressure oil gun.

"A mechanically operated fuel

THERE'S A WHALE OF AN ENGINE
UNDER THAT HOOD

When you take the wheel of the new Oldsmobile, you enjoy all the advantages of spirited high-compression performance without any necessity for using special fuel.

The engine has a new-type cylinder head of General Motors Research design. The crankcase and cylinder block are rigidly ribbed both horizontally and vertically to prevent distortion and maintain accurate bearing alignment. The extra-heavy crankshaft is balanced



This great 25-h. p. six-cylinder engine with cylinder head specially designed by General Motors Research Laboratories, provides high-compression performance without the use of special fuels.

both at rest and in motion to eliminate vibration. Engine mountings of live rubber assure exceptional quietness.

And such features as full automatic spark, thermostatic charging, crankcase ventilation, fuel pump, controlled cooling, pressure lubrication, oil filter and air cleaner tell why engineers and critics say, "Two years ahead."

Come drive this new Oldsmobile! Prove for yourself that there's a whale of an engine under that hood!

TWO-DOOR SEDAN

\$2,600

Roadster	M\$2,500.00
Touring	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

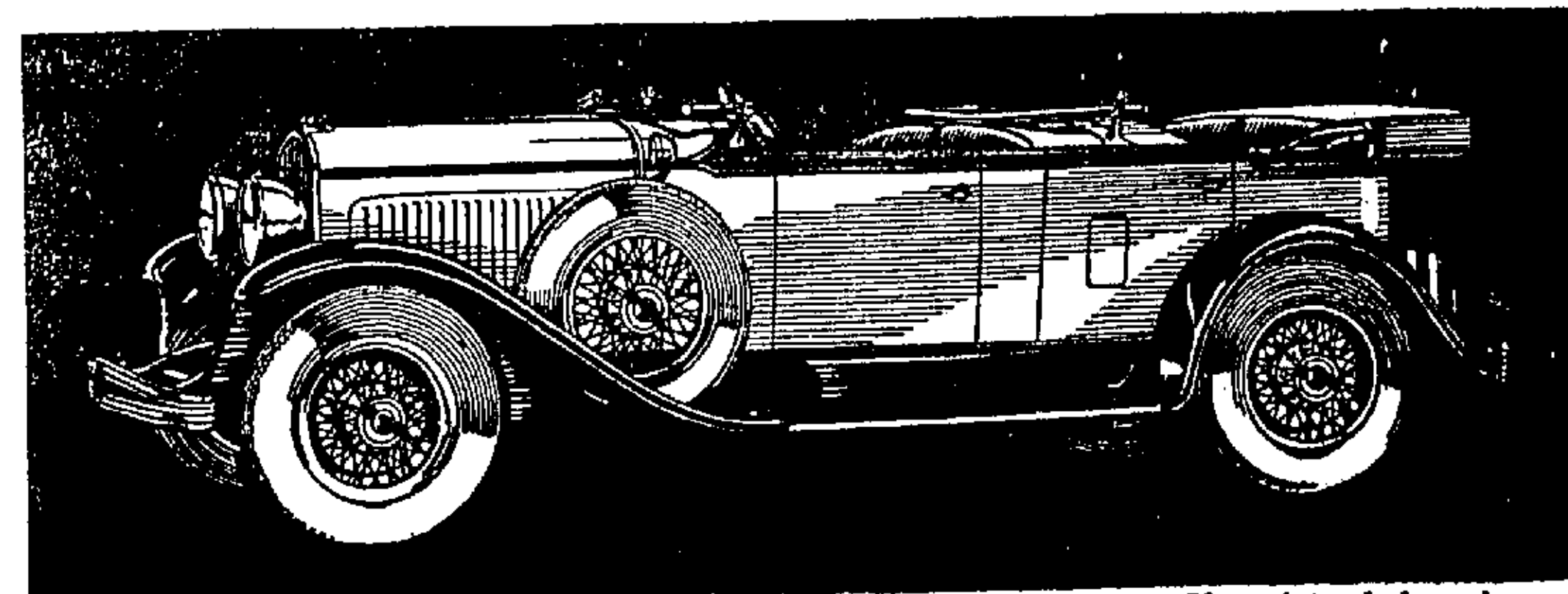
Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

OLDSMOBILE

PRODUCT OF GENERAL MOTORS

CHRYSLER



New Chrysler "75" 5-Door Sedan (wire wheels extra)

Chrysler's only real competition
— is Chrysler

The first Chrysler established a margin of superiority over all other cars in style, performance and value that has been maintained ever since... The true competition is with Chrysler—to make better than the Chryslers that have gone before... Public demand for the newest Chryslers today tells how well Chrysler has succeeded. Chrysler's largest production is just now beginning to satisfy that demand... The public is delighted with the new style that re-styles all motor cars—new slender-profile radiator,

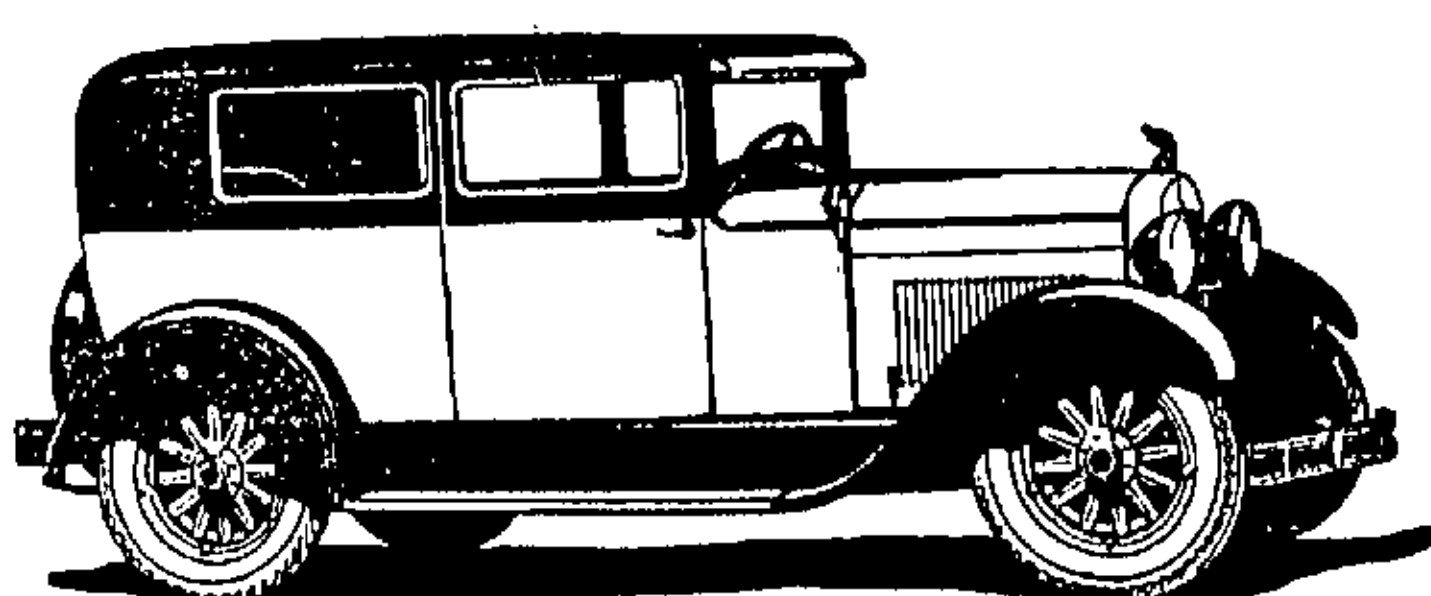
arched windows and the graceful sweep of the new "air-wing" mud guards—avoidance everywhere of the bulky and cumbersome... And with Chrysler's smooth performance, riding luxury and safety—"Silver-Dome" high-compression engine, using any petrol; internal-expanding hydraulic four-wheel brakes, efficient in any weather; and hydraulic shock absorbers... Other cars seek to compare themselves with Chrysler in style, performance and value which really do not compare with Chrysler at all. Chrysler's only real competitor is—Chrysler.

THE REPUBLIC MOTOR CO OF CHINA

30-32, Des Voeux Road C.

Telephone C. 1219 & C. 6252.

ESSEX SEDAN



\$2,550

1929 Model

NOW ON VIEW

at

KIN CHEONG HONG

37, Connaught Road Central.

Telephone C. 6.

pump for gasoline feed insures a never-falling supply of fuel, regardless of length or steepness of grade, or throttle opening. Special intake and exhaust manifold, developed by Graham-Paige engineers, increases carburetion efficiency by evenly distributing the fuel mixture to all cylinders.

"In the construction of the body,

comfort and appearance was the keynote of the builders. The interiors are beautifully appointed. The exteriors duplicate the lines of the larger models.

"This model, selling in the thousand-dollar price class, is truly a remarkable motor-car value. Its performance parallels that of cars selling at a much higher price."

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 2A, Wyndham Street or Phone C. 4641.

BIGGER VALUE for 1929

—and built for
the roads you use!

YOU will find the car you need at the price you wish to pay in the 1929 Morris range, and that car will give you the utmost value for your money. Costly production machinery and materials, and magnificent workmanship make the Morris last longer, cost less to run, and need fewer replacements. Complete comfort is provided for by exceptionally roomy design and studied care for detail.

New and beautiful coachwork and cellulose duotone colours. Dipping headlights standard on Oxford and Cowley models. Bumpers and electric horns and powerful four-wheel brakes standard on all models.

The Morris After-Sales Service is world-renowned, and prices of spare parts are fixed by the Factory.

Ask your Morris Dealer for full details of these fine products of Europe's greatest automobile building organisation.

MORRIS

MORRIS MOTORS (1926) LIMITED
COWLEY - OXFORD - ENGLAND



Full particulars
and lists on request.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

NEW IMPERIAL Brilliant Engineering & Craftsmanship

"FINEST MONEY CAN BUILD"

Mr. Walter P. Chrysler and his engineers present to-day, as the supreme attainment of Chrysler engineering and craftsmanship, the new Imperial, the largest and finest car Chrysler builds.

The new Imperial comes in nine custom body styles of exclusive Chrysler design. An entire plant, acquired by Chrysler some time ago, is devoted to the one task of building custom Imperial bodies. In this plant the sedan limousine, town sedan, five and seven passenger sedans are built. The five other custom body styles—the roadster, convertible coupe and two-passenger coupe, all of which have rumble seats, the sport phaeton and seven-passenger touring—are built to Chrysler design by one of the leading custom body carrossiers.

In announcing the car, J. W. Frazer, Chrysler sales manager, remarks:

"The new Imperial is the fullest development of the many features that have contributed so materially to Chrysler's outstanding success of the last five years, to which are now added many entirely new developments and refinements. These new features contribute not only to the car's fine appearance but also to its performance. We feel that the new Imperial is the finest car we have ever built, and that those who appreciate truly excellent motor cars will share in our enthusiasm when they have had opportunity to examine and to prove it.

From New Laboratories

"The new Imperial fully illustrates the considerable extent to which the research laboratory is influencing motor car design, and the large part that scientific information from the laboratory has contributed in marked betterment in performance.

"No small part of the finer engineering, design and comfort that have gone into it is the result of experiment and research made possible by the completely new engineering laboratories which Mr. Chrysler recently opened and dedicated to Chrysler engineers, and which are generally regarded as the finest and most completely equipped of their kind in the automobile industry.

"Chrysler engineers have designed and built many fine cars in the last five years. To-day's newest Chrysler creation is the outcome of the knowledge gained from those cars, combined with innovations and improvements new even to the field of finest automobiles. It is built for those who seek the superlative in power and performance, in size and richness of investiture.

"Were it not for the economies made possible by Chrysler manufacturing methods operating under the policy of Standardised Quality, the price of this car would be prohibitively high when judged by the standards to which it is built. We feel, however, that its price is no less unusual than any other of its features in view of its fineness and luxury throughout.

Larger Appearing

"We are particularly anxious to have owners of fine automobiles everywhere inspect the Imperial and to test it in whatever way they feel best reveals the qualities of an outstandingly fine motor car. We are confident that such a test will convince them of capabilities far beyond anything they have hitherto known."

The new Imperial is larger appearing than any previous Chrysler and even more luxurious. Its length, coupled with long springs anchored in blocks of live rubber, hydraulic shock absorbers, larger tyres and rubber engine mountings front and rear, saddle type cushions and upholstery of unusual depth and resiliency, confer an altogether new degree of riding softness and comfort. Its emblem is the Roman fasces, a bundle of rods having among them an axe with the blade projecting. A similar emblem was used in those old Roman days to denote the presence of Kings or Consuls. The fact that the fasces since that time have indicated the approach of something demanding respect and homage makes it especially suitable as the emblem for the new Imperial, Mr. Frazer points out.

Features of Chrysler's "new style that re-styles all motor cars" have also reached their highest expression in this car. he continues. The slender profile chromium-plated radiator shell with integral automatic shutter, the arched window silhouette and other new details are all included. All glass throughout is non-shatterable, giving the driver and passengers added security.

The "Silver Dome" type of high compression engine, operating with standard duels, is standard on all models.

Many Mechanical Features
Many mechanical features are in evidence. Pistons are Chrysler's special Iso-therm tongue and groove Invar strut type, with five rings. Valves are special steel. The crankcase ventilation system lengthens the useful life of oil and minimizes the dangers from vapours. Special crankshaft counter-weighting and the torsion neutralizer enhance smoothness of engine performance and minimize torsional reactions.

Hydraulic four wheel brakes are internal expanding, with their consequent freedom from dirt, dust and water, and have an automatic refill for the master cylinder. The clutch is of the single plate, cushion drive type, which Chrysler has developed so successfully. Springs are anchored in blocks of live rubber and protected from water and mud by tailored boots. Combined with special rubber mountings at the engine's front and rear, they contribute to a restful softness and quietness of mechanical action outstanding even among the world's finest motor cars.

A salient feature of the new car is the striking individuality of each body style. The custom idea is everywhere evidenced. In body trim and upholstery many options are offered in broadcloths, French Bedford cords, mohairs and leathers. Wheels in wood are standard, but may be had in the wire, disc or demountable wood type. A wide range of colour combinations to suit the wishes of each individual owner is provided.

Inspection of the interiors reveals that the back of the front seat is straight across in the sedans and sedan-limousine. This permits the use of flat glass partitions, creating a distinct chauffeur's compartment and obviating the light reflections which often annoy rear seat occupants at night. This construction also permits utilising the entire width of door openings, both front and rear, for easy entrance and exit.

Other appointments include narrow corner pillars, affording great vision; ample headroom combined with unusually comfortable seat design; driver's seat back adjustable forward or backward to the requirements of each individual driver by the movement of a simple control; spark, throttle and light controls on the steering wheel—long a Chrysler feature; newly designed instrument panel; ventilators built into both sides of the cowl, and an ignition lock which automatically cuts off ignition and acts as an efficient theft prevention device.

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LEYLAND VEHICLES

Municipal Orders Secured Abroad

It will be recalled that owing to the increased demand for Leyland vehicles in India the Company recently increased its direct representation by sending Mr. J. Inman Emery to Bombay, where he is acting as assistant to Mr. Rostron, the Company's representative resident in Calcutta.

It is interesting to note that both the Municipalities of Calcutta and Bombay have again favoured Leyland Motors, Ltd., with their instructions for further municipal vehicles. These instructions include 21 machines for Calcutta and four for Bombay. The type selected by both authorities is the Company's well-known 5-tonner, fitted with the latest detachable-head 34.3 h.p. engine. In the case of the former Municipality, all the vehicles are to be equipped with hydraulic tipping gear and hydraulic jib cranes, but in the latter case the equipment is limited to hydraulic tipping gear on three of the machines only.

Amongst other orders for Municipal vehicles for the Far East are a street-washer and sprinkler with a 750-gallon tank mounted on a 50-cwt. chassis for the Municipality of Malacca, and a number of 50-cwt. and 4-ton lorries for the Municipality of Singapore, the majority of which are to be fitted with tipping gear both of the 3-way and end-tipping types.

World's Busiest Corner

It was revealed at a meeting of the Royal Commission on Transport that Hyde Park Corner presented the greatest traffic problem in the world. More traffic passed there in twenty-four hours than at any other place in the world.

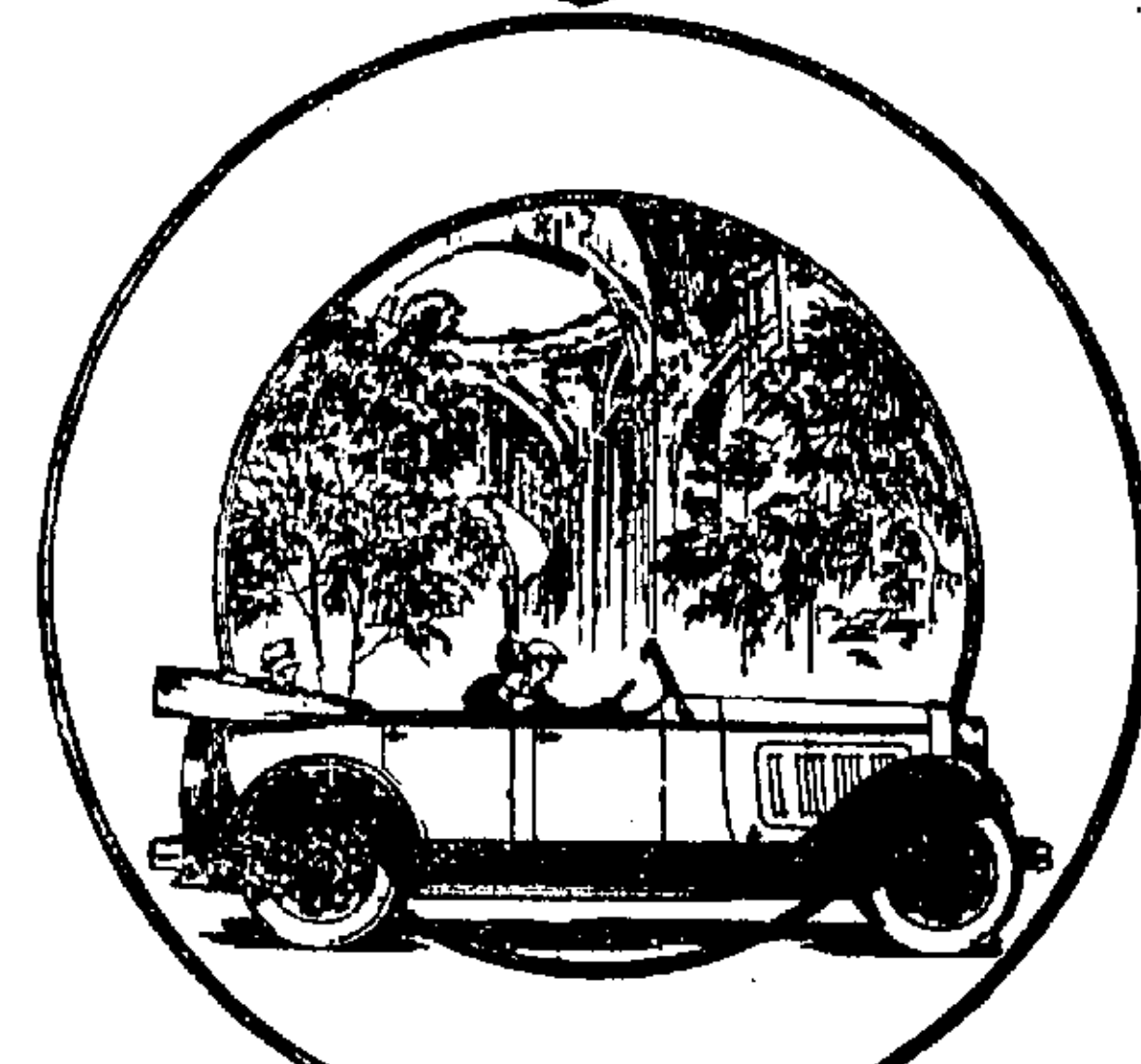
90 Per Cent. American

Nearly 90 per cent. of the motor vehicles in 161 countries or colonies are of American origin, according to the Department of Commerce of the United States Government.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 34, Wyndham Street or Phone C. 4041.

DODGE



New Beauty—Greater Luxury

Striking improvements in the construction and design of Dodge Brothers Improved Victory Six reveal a larger body and an even more splendid sweep of its unusually long, low, graceful lines.

SOLE DEALERS FOR SO. CHINA:

SOUTH CHINA MOTOR CAR CO.

33 Des Voeux Road C.

Tel. C. 5644

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SINDLEY.—Hongkong Hotel Garage, Queen's Road, C. 4759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East, Tel. C. 676.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE.—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 5644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C. 4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
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MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road, C. 4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
GRAHAM.—South China Motor Car Co., 484, Queen's Road, W. Tel. C. 5674.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road, C. 4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building, C. 2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, C. 4759.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.
HARLEY-DAVIDSON.—Gascen Motor Co., 2, Kwong Wah Road, Kowloon, K. 1242.
HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES.—Universal Motor & Supply Co., 22, Queen's Rd. C. Tel. C. 4915.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.
GOODRICH TYRES.—Universal Motor & Supply Co., 22, Queen's Road C. Tel. C. 4915.
MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TRAFFIC PERILS

Steam Rollers As Terrors

While the matter is sub-judice we hesitate to write much about that terrible accident which befell three Europeans recently in Singapore, resulting in the death of one, and in severe injury to two others. It will be recollected that the evidence so far given to us seemed to show that a motor car was being driven rather fast along a certain road on a moonlight night, and that the motor car collided at full speed with a stationary steam-roller and moved the latter two inches. So far this is all the evidence that we have seen. We shall await full details about the proceedings which are being instituted against the unfortunate owner-driver of the smashed Morris Cowley car, and must in the meantime postpone all comment.

But are we in Penang in danger of something of the sort happening? On the coast road, just beyond the 42nd milestone, we passed a steam-roller which had one red lamp so placed that it was difficult (if not impossible) to see it when approaching it from the Tanjong Pagar side. The steam-roller was drawn up on the left of the road, and the light was easily visible to motorists coming from George Town; but to these the roller was not a menace; only for those who would be likely to collide with the steam-roller was the solitary red lamp so placed as to be almost invisible. Surely this is a very dangerous way of protecting a steam-roller, especially in view of the Singapore tragedy?

There is another matter which needs attention. The rear lights on some bullock carts, (but only of those plying for public hire), are a source of danger to all other traffic using the roads. We passed a motor bus, the rear light of which was only a candle protected by some red cloth. The authorities are particularly enough about frosting the lights of motor cars which are driven by, and belong to, well-to-do citizens and those with traffic sense; why are they not more particular about these public pests which ply for hire? When lamps are examined we would suggest that it is just as important to look at the back of a motor car as at the front, and to be especially careful of any vehicle that piles for hire.—"Straits Echo."

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DUCO



PAINTING

AS THE NATIVE SEES IT

An amusing story is going round concerning Geoffrey Munro's ride round Australia on an Ariel motorcycle. At one point, out in the wilds, the natives had never, apparently, seen a motorcycle before and they assembled in hordes to see the "piceanluny motorcar." The machine was then parked by a Thornycroft lorry and the abori-

gines explained to each other that the Ariel was the lorry's foal.

Precisely the same thing is related in Robert Graves's book on Lawrence of Arabia; the Arabs all thought that the Air Force P. and M.s were the foals of the armoured cars. And when the first Handley-Page arrived they came trooping in from all over the district to see "the king of the aeroplanes."—"Carbon" in "Motor Cycling."

MORRIS

COMMERCIAL CARS

LIST OF LOCAL OWNERS.

Asiatic Petroleum Co. 1—Type Z6 30 cwt. Tank Truck
Canton Government 10—Six Wheeler 30 cwt. Transport
Cheung Mei Bus Co. 1—Six Wheeler 18 pas. Bus
Cheung Mei Bus Co. 2—Type Z5 16 pas. Buses
China Motor Bus Co. 2—Type Z5 16 pas. Buses
Dodwell & Co., Ltd. 1—One ton Open Body Truck
Kowloon Motor Bus Co. 2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co. 2—Type Z5 16 pas. Buses
Nam Hing Motor Bus Co. 1—One ton 12 pas. Bus
"Nestle Chocolate" 1—One ton Panel Truck
Ruttonjee & Son, Ltd. 1—Type Z5 30 cwt. Open Body Truck
Sincere Co. 2—Type Z5 30 cwt. Trucks

1-TON MODELS.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 28 at 3,200 Revolutions.
Piston Displacement 282 Cubic Inch. Wheel-Base 122 Inches.
Speed 40 M.P.H.

Model	Nett Weight	P. O. B. Factory Price	Extras	Packing Shipping Delivery	Hong Kong Price
Chassis	2,184 lbs.	£185	£34	£26	£245
Lorry	2,312 "	226	27	42	295
Standard Van	2,136 "	236	27	52	325
Van De Luxe	2,136 "	250	27	53	340
Tipping Lorry	2,348 "	240	27	43	310

Hong Kong Price includes: Spare Wheel, Tyre & Tube, Speedometer, Electric Horn, Tools, also 12-volt Electric Lighting & Starting (14), Oversize Tyres (5), Mileometer (15), Windscreen & Scuttle Dash (4), Bumpers, Bulb Horn & Mirror (2), Fenders (1) Instruction Book, etc.

SUPER 20/25 CWT.—R TYPE.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 30 at 3,200 Revolutions.
Piston Displacement 393.27 Cubic Inch. Wheel-Base 128 Inches.
Speed 45 M.P.H.

Chassis	2,576 lbs.	£228	£24	£28	£270
Standard Truck	3,304 "	270	12	43	325
Standard Van	3,082 "	288	12	65	365

Hong Kong Price includes: Spare Wheel, Electric Horn, Tools, also 12-volt Electric Lighting & Starting (23), Spare Tyre & Tube (7), Mileometer (6), Windshield & Scuttle Dash (4), Bumper (2), Bulb Horn and Mirror (2), Fenders (1), Instruction Book, etc.

T.X. 30 CWT. MODELS.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 30 at 3,200 Revolutions.
Piston Displacement 593.27 Cubic Inch. Wheel-Base 166 Inches.
Speed 45 M.P.H.

Chassis (6-32 x 6)	3,192 lbs.	£286	£41	£33	£360
Chassis (7-33 x 5)	3,248 "	296	41	33	370
Chassis (6-34 x 7)	3,304 "	310	42	33	385

Hong Kong Price includes: Spare Wheel, Speedometer, Electric Horn, Scuttle Dash, Tools, also Front Wheel Brakes (16), 12-volt Electric Lighting & Starting (3), Spare Tyre & Tube (10), Mileometer (6), Windscreen (2), Bumpers (2), Bulb Horn & Mirror (2), Fenders (1), Instruction Book, etc.

SIX WHEELED MODELS.

R.A.C. Horse Power Rating 15.9.
Brake Horse Power 30 at 3,200 Revolutions.
Piston Displacement 593.27 Cubic Inch. Wheel-Base 122 and 144 Inches.
Speed 45 M.P.H.

Chassis 30 Cwt.	4,144 lbs.	£465	£43	£28	£536
Chassis 2 Ton	4,256 "	475	43	32	550
2 Ton Lorry	4,928 "	535	36	71	642
2 Ton "WD" Lorry	4,928 "	565	36	71	672

Hong Kong Price includes: Spare Wheel Tyre & Tube, Electric Lighting & Starting, Speedometer, Electric Horn, Tools, also Oversize Tyres & Non-Skid Tracks (219), Mileometer (5), Windshield & Scuttle Dash (6), Bumper (2), Bulb Horn & Mirror (2), Fenders (1), Towing Hook (5), Long Bogie (3), Instruction Book, etc.

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MOTOR FILM

Useful Propaganda For Britain

SHOWING PRODUCTION

The film has proved its value on many occasions, not only as a medium for comedy and dramatic entertainment, but as an educational media, and it is interesting to record that the British Manufacturers' Section of the Society of Motor Manufacturers and Traders, realising this, has enlisted its aid in an attempt to present to the world a complete and instructive record of the high degree of efficiency to which British automobile engineering has attained.

Scenes have been depicted in many representative and important British motor factories, and as a result the public in all the motor markets of the world will be afforded the opportunity of inspecting "behind the scenes" and will realise the reason why British-made vehicles are so consistently giving reliable service under all conditions in all localities.

The film deals with all steps in the production of the chassis from the reception of the raw material and through the many and varied operations to the assembly plant, and deals not only with the car, but also with the goods and passenger carrying vehicle. An insight is given into the building and fitting of bodies and into the manufacturing of some of the necessary accessories that are indispensable to the modern vehicle. A growing and important section of the Automobile Industry—the motor boat and marine engine—also figures in the pictorial record, while the steam vehicle has also its recorded sphere.

Typical Illustrations

Typical illustrations of the functions performed by mechanical transport in the ordinary life of the community are given and particularly interesting is a portion which shows the six-wheeler negotiating all manner of cross-country obstacles, indicating how extremely useful this type of vehicle is in performing duties which other forms of transport are unable to undertake. The outstanding advantages of the rigid six-wheeler on unmade roads or for cross-country work are becoming more and more recognised and the British Motor Film, in so far as it relates to this type, gives a graphic conception of its adaptability and utility.

The public has occasions, such as at the Motor Exhibitions held in various centres, of inspecting en masse the products of the modern automobile factory, an inspection which cannot fail to arouse a strong appreciation of the wonders of up-to-date automobile engineering. The records of service which British-made vehicles are giving in all parts of the world bear striking testimony, too, to the sterling qualities of British design, material and workmanship. The British Motor Film will afford to the public a unique opportunity of seeing just how the vehicle is constructed and from an educational point of view alone will undoubtedly prove immensely interesting.

It is of sufficient length to do adequate justice to the importance of the subject dealt with and to bring before those who will witness it a complete insight into the manufacture and use of the different forms of motor transport, but to avoid becoming tedious care has been taken to ensure that scenes are not protracted.

The film will shortly be released for general display in Great Britain and Overseas, and it is anticipated that the result will be to stimulate and increase public appreciation of and interest in, the British Motor Industry.

THEY PULL THROUGH

Graham Trucks Power Plentiful

During the past two years Mr. Grady Garms of Little Rock, Ark., has been operating six Graham Brothers Trucks on street paving work—hauling dry mix material to the mixer.

Mr. Garms relies upon his Graham Brothers Trucks for reliable performance in severe service as the following statement from his recent letter proves: "These Graham Brothers Trucks are very dependable; they carry their rated loads regardless of road conditions and are remarkably economical to operate and maintain."

Graham Brothers Trucks have always been famed for their ability to maintain schedules and pull with certainty even in the hardest going. But now they possess those qualities in still greater measure than ever before—they are equipped with Dodge Brothers new motors and are thus speedier and more powerful than ever before.

The phrase "pulling through" has a dollar-and-cents meaning for users of Graham Brothers Trucks. Owners in practically every line of business have proved by actual tests in their work that these trucks serve at low cost and with certainty.

SINGER PROGRAMME

Aim At Improving "Breed"

NO PRICE WAR

The most noticeable thing about the Singer 1929 programme is that the manufacturers have decided not to enter into the price-war which is alleged to be raging between some concerns. In fact, as Mr. W. E. Bullock, the Managing Director, said at a recent agents' meeting, they have aimed at improving the breed rather than at reducing the price. He pointed out, also, that the extra foot of wheel-base in the Singer Junior (the Junior is 7 ft. 6 in. against the 6 ft. 6 in. and less of certain other light cars) just provided that extra room which makes all the difference.

In the cases of the Junior 2-seater and saloon, the prices have been reduced £5, these cars now costing £135 and £160 respectively at home. There is no change in the cost of two other models, but the majority show a slight increase. This is due to the all-round improvements which have been effected as regards both chassis and body-work.

One of the most interesting of the body improvements is in respect of the Sunshine Saloons of all three models—Junior, Senior and Six. This new body can be opened or closed at will, whilst the car is actually in motion. The hood, or head, runs in channels and all that it is necessary to do is to turn a handle to raise or lower it. This handle is situated at the right hand of the driver's seat and can be operated without a reduction of the car's speed.

Amongst the Junior's chassis improvements may be numbered the use of Newton shock absorbers front and rear, a one-piece propeller shaft with fabric discs, aluminium pistons and semi-elliptic rear springs. The engine is of the overhead camshaft type, the capacity being 848 c.c. It has a rating of 7.78 h.p., so that the tax is £8 only.

The actual models are the 2-seater at £135, the four-seater at £140, the Saloon at £160, and the Sunshine Saloon at £175. There is also an altogether new 2-seater sports model, which sells at £140. This has a boat-shaped body of very attractive appearance and is equipped with wire wheels. It is considerably faster than the standard 2-seater, having a higher compression ratio, higher gears, etc.

Improvements, again, are seen on all the Senior models. The 2-seater Drop-head Coupe has a new type of body; the four-seater tourer is also of more attractive appearance, whilst the Saloon has wider doors and other refinements. All the Seniors have Triplex glass windcreens, headlamps mounted on a cross member, illuminated switch-board, walnut cappings, improved clutch and propeller shaft, and magneto ignition.

Marles steering and Dewandre Servo-assisted brakes are used as in the past. The actual models and prices are as follows: 4/5-seater tourer, £230; Coupe, £240; Saloon, £260; Sunshine Saloon, £270. The engine capacity is 1,571 c.c., and the annual tax £12. It is probable that the Senior Saloon, at £260, will prove to be the most popular of the Singer range.

The engine of the Six has been altogether redesigned and is now of the seven-bearing crankshaft type. Its bore has been increased from 63 to 65.5 m.m., thus raising the capacity from 1,776 to 1,920 c.c.

Improvements have been effected throughout the chassis and bodywork. The most outstanding of these is the use of Luxav central or "one-shot" lubrication. For the owners of a Senior Six there is now no "messing about" with a grease gun; pressure on one lever lubricates everything on the chassis. Another important point is that Triplex glass is used all round. The Coupe and 4/5-seater cost £300 each, as in the past, whilst the Saloon and Sunshine Saloons are listed at £350.

MOTORING IN SIAM

The Latest Traffic Order

On wonders whether the latest order of the Commissioner of Police is going to do anything towards reducing the noise question in Bangkok. The order is to the effect that the police are to keep a special watch for drivers of taxicabs who drive too fast or who are causing public nuisance by excessive horn blowing. Such offenders are to be sent to headquarters for attention and admonition, says the Bangkok correspondent of the "Free Press," Singapore.

To the layman it seems as though every driver in Bangkok should appear before the Commissioner for horn offences, deposit five shillings as an admission of his guilt, and pro-

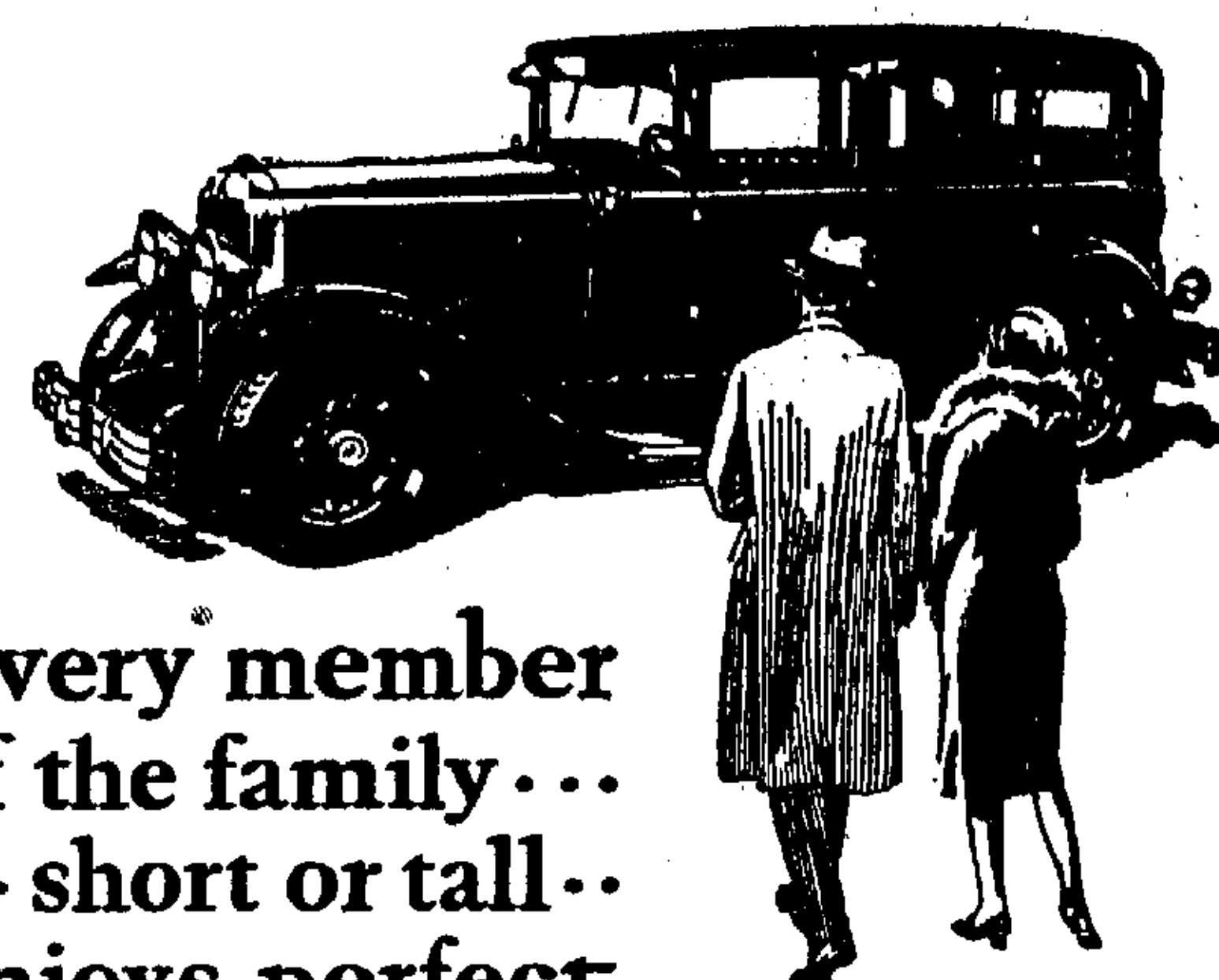
mise to pay double that amount on his next appearance. This, judging by the spirit of emulation which appears to exist among the horn blowing fraternity, a society one automatically becomes a member of on becoming possessed of a driving licence,

should not be long deferred. But doubling the previous fine for each fresh appearance before the Commissioner, would speedily reduce the horn blowers if not to impotence, then to a more reasonable interpretation of the normal functions of a horn or electric buzzer.

RESULT OF GERMAN SHOW

It is stated that 10,000 cars and motor-cycles were sold as the result of the Berlin Motor Show during the 10 days it was open and that no fewer than half a million people visited the exhibition.

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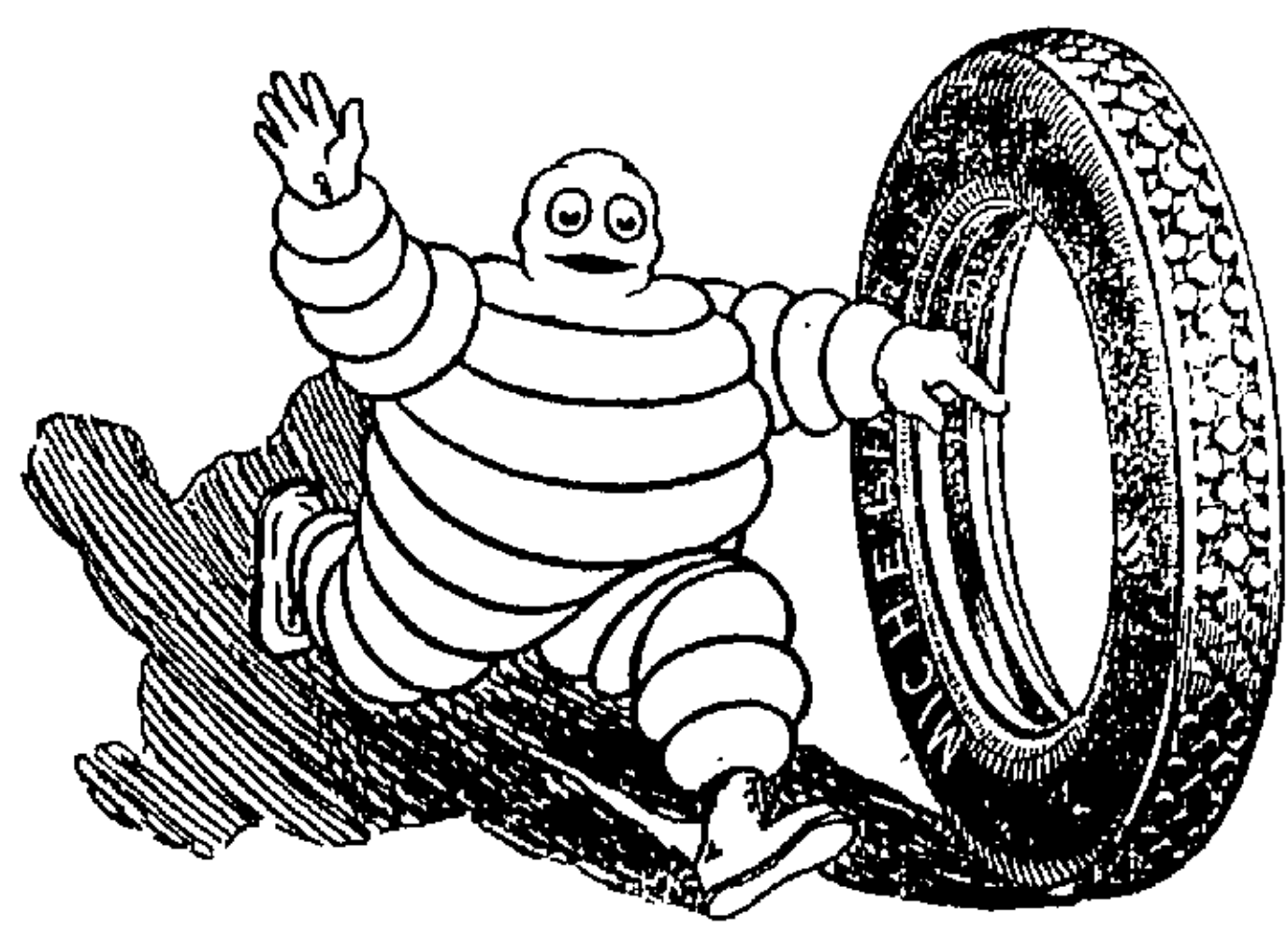
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Hongkong Sunday Herald.

號七十月二年九十二百九千一英 HONG KONG, SUNDAY, FEBRUARY 17, 1929. 八初月元巳己國民華中

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AT THE CIRCUS

Huge Gatherings at All Performances

"AS GOOD AS EVER"

Some Memories of Malaya Recalled

There was a welcome reunion and exchange of memories yesterday afternoon when the writer, representing the "Sunday Herald," met "Willie" Harnston at the matinee of Harnston's Circus at the Praya. It seems only the other day when "Willie" in company with his younger sister Jennie, made his debut in his father's Circus; and when the writer saw him he was only in his early teens. In Bangkok about 1902 and again in Penang in 1906 the good old days it was a veritable joy to leave aside the "scissors and paste," the dry-dust cables, the vapourings of cub reporters, and saunter along to Harnston's Circus of an evening. The Pressmen were warm favourites of the whole Circus in those far-off days, and the feeling was mutual. The Circus then had already acquired a name for itself throughout the Far East, and although rival shows bobbed up now and again, it was always "Harnston's" that remained top favourite with the crowds.

Looping the Loop

In the days now recalled there was, in addition to the Harnston family, Carter, the loop-the-loop hero, who acquired quite a little fortune only to go home and meet his death in a street accident. He was married, too, to one of the Princess Quartette, then connected with the Circus, whose favourite piece was "I wouldn't leave my little wooden hut for you." A charming Quartette they were, indeed, and well it is remembered how one Pressman now elsewhere in the Orient almost lost his heart to one of them. Little Jenny Harnston and "Willie" were inseparable in their respective turns, and both could always command an encore, thanks to their pluck for artists of such tender years. Nellie (since alas, departed from this world of work and woe) was no less a favourite, and she was as versatile as she was bonnie—another favourite with all in the huge tent, artists and spectators alike.

Unrehearsed Turn

A popular turn in the Circus in those far off days was the mechanical horse. This consisted of a competition for the spectator who could stay longest on the mechanical horse. One night in Penang the late E. F. Skerchley (well known in Hong Kong before he migrated to the Straits) and the writer both "made up" for the competition in league with "Willie's" mother and were the last names to be announced for the competition. "E.F.S." was the "gallant knight" leading in his "fair lady" (the writer), and the latter was duly fastened on to the mechanical horse, "his" long skirts flying in the air lap after lap as if the mechanical horse had been wound up like a perpetual alarm clock. No one in the huge tent scented anything until the "lady" suddenly laughed—and then the house fairly roared at the joke that had been played upon it.

Old Turns—and New

Like olden times come back was the visit to the Praya yesterday afternoon. But what a surprise to see a packed tent in Hong Kong—not a single seat extra beyond those that had been booked, unless one was content to take "pot luck" in the gallery. No sooner said than done! But "Willie" Harnston need not think that his show is a whit inferior to that which made the name of Harnston famous throughout the Far East five and twenty years ago. True, some of the old turns are there—turns that are ever associated with circuses the world over. But they have still a novelty of their own when done by circus folk with strange faces—and they always appeal to the kiddies. And there are turns that are new to one who has not seen Harnston's for at least a decade—turns as clever in their way as any that made the welkin ring in the earlier days. And the animals—one could spend half a day amongst them all—the tigers, the lions, the leopards, the elephants, and the bonnie horses and ponies. One of the latter is a fair "devil" of a pony—the wildest imp of mischief that ever stood on four legs, whilst as for the baby elephant the sooner Pussyfoot Johnston takes it in hand the better. They do any that in Malaya the rubber planters and the baby Jumbo vied with each other as to which would shift the most "almengahs" until Master "Willie" had to intervene

SEEING THE COLONY

Hundreds of World Tourists Here

BUSY AND HAPPY TIME

The season's first big tourist invasion of Hong Kong occurred last week, when we had here altogether 889 visitors to the Colony. What might be referred to as "the advance guard," numbering 100, came up from the south on the Canadian Pacific R.M.S. "Empress of Australia" and landed in the Colony on Wednesday morning (February 12). The second "invasion" advanced upon Hong Kong from the north. They numbered 183, and came on the Red Star Line's s.s. "Belgenland," which arrived here at 6 a.m. on Friday, February 15.

Looking Around

Since the arrival of the visitors every available public motor car both on the island and the mainland was commandeered for the use of the tourists, who enjoyed in their tours in the New Territories, the Peak and around the island.

The steamboats and trains to Canton also had heavy traffic to handle large numbers of the tourists on a visit to the "City of Hong Kong." The shopping centre of Hong Kong was, of course, in fine array in anticipation of business, and many of the visitors were attracted to the Chinese, Indian, Japanese and other stores.

Yesterday was the "Empress of Australia's" fourth and last day in Hong Kong. It was a "free day" for the majority of her tourists, and after breakfast they went about in various groups, either making a final round of the shops, or having a jaunt on their own, some in Kowloon and others on the mid-levels of the island.

Motor Car Trips

The party known as "C" went for a motor trip to Repulse Bay Hotel where they had dined before completing the trip around the island. They had the afternoon and early evening ashore.

All tourists returned to the "Empress of Australia" for dinner, and at 10 p.m. the vessel slipped out of harbour bound for Shanghai.

The "Belgenland's" tourists spent the day yesterday sightseeing. In the morning they made a motor trip to the Peak and in the afternoon split up into two parties, one of which went by motor car on a tour of the New Territories, whilst the other motored to Repulse Bay Hotel where they had tea and then completed the circuit of the island.

To-day will be a "free day" for the tourists who may visit the shopping centre or explore the out-of-the-way nooks and corners of Hong Kong and Kowloon to their hearts' content. Lunch will be served on board the "Belgenland," after which preparations will be made for the vessel's sailing. She is due to leave here for Manila to 3 p.m. to-day, and our visitors, we trust, will carry away them happy recollections of their visit to Hong Kong.

A memorial service was held at the Shanghai District Knomintang headquarters for the "martyrs" of the Peiking-Hankow Railway "who were massacred by Wu Pei-fu's troops in 1924 when they refused to cancel their strike and resume work."

Readers will be gratified to learn officially in an announcement in our advertising columns to-day that, owing to the heavy bookings for the A.D.C.'s performances of "On Approval," it has been decided to give an extra performance on Tuesday, February 26.

and threaten to leave Baby Jumbo high and dry on some rubber plantation if he did not forthwith sign the pledge!

Jolly Good Programme

Aye, it's fine to be back in a circus again—Harnston's at any rate—where one is known by so many and knows so many in turn; and where, moreover, a jolly good programme is served up to a mammoth crowd that simply filled every nook and cranny of the tent. One may not get younger with the flight of the years, but it certainly does one's heart good to go back to Harnston's and meet "Willie" and see over again all the turns that drew the crowds in Malaya five and twenty years ago.

—J. T. D.

INTERPORT FOOTBALL

Shanghai's Last Match in Colony

A KEEN STRUGGLE

United Services Prove Superior Team

Shanghai completed their strenuous programme yesterday with a match against a strong United Services eleven. There was a good crowd present, and Shanghai, who fielded the same team which did duty against the combined Chinese eleven on Wednesday, played capital football although naturally one or two of the visitors showed signs of wear before the end.

The Services toward the end played strongly and deservedly won by two goals to one.

The Teams

The teams lined up as follows:—
Services:—Bdms. Mott (Beds & Herts); A.B. MacGregor (Kent); L. S. Baker (Titania); L/Opl. Everest (K.O.S.B.); A.B. Evans (Bruce); Sgt. Hill (Queen's Regt.); Supt. Van Tromp (Hermes); Supt. Firth (Hermes); A.B. Peacock (Suffolk); Wrt. Engineer Kernick (Titania); captain, I. Sgt. Caldwell (Queen's Regt.).
Shanghai:—David, Reid, Palmer; Moore, Gash (captain), Duffey; Favacho, Pote Hunt, Costa, Jones, Wilson.

Referee: Mr. W. Hollands.
Linesmen: Capt. Austin and Mr. Frank Smith.

Sensational Start

Punctually to time the teams appeared. Peacock set the ball rolling toward the Club-house end. Early play was sensational as Evans stopped Jones a little too heavily and Shanghai were awarded a free, Palmer putting the ball into the net with a fine kick. Mott missed a one-handed punch and Shanghai were one up.

The Services retaliated smartly. Peacock feeding Caldwell and Firth put over. The Services returned to the attack and Reid relieved. Good play by the local forwards saw Peacock through, but the centre put over, and following a fine corner by Van Tromp, Caldwell just shaved the crossbar. Shanghai pressed through Favacho, but Evans cleared well. The local centre half was playing a robust game. Baker robbed Pote Hunt cleverly, the Shanghai inside hanging on too long and Gash, placing well to his forwards, Favacho centred for Wilson to miss with a fine drive over the bar. At the other end David threw away from Van Tromp and Duffey got Wilson going and, crossing finely, Mott saved well. The match was keen, but the Services' left wing were beating Moore and Reid and a goal was bound to come. Peacock at length received from good passing on the Services' right and screwed in a nice low shot past David.

The Shanghai wingers, Favacho and Wilson, were doing well, but the insides were weak and Baker and McGregor were steady. The Services at this stage were playing a strong game, their halves controlling the ball well. Everest was prominent. Nearing the interval Kernick sent a beauty to David which the Shanghai custodian cleared well. MacGregor put Van Tromp on the run, but Duffey cleared to the half way, the side turning over with the score sheet one all.

A Hot Attack

The Services set up a hot attack on resuming, and Reid missing, Peacock was nearly through. Shanghai made many raids, but the inside forward work was ineffective. The real danger to the Services threatened when Favacho put right across the goal—a fine effort—and Wilson put a rasper in from a first time kick which Mott saved well. Gash and Palmer were doing great things in the Shanghai defence. But the Services were coming strongly and good passing between their forwards ended in Caldwell sending a hot low drive to David, the latter saving well. David had to throw away from Kernick just after. At this stage the Services were having most of the game. Moore could not hold Caldwell and Kernick, and from heavy pressure Peacock again scored with a long shot from about 20 yards out, David slipping to save a good shot that went all the way.

Following a free to the Services, Everest put over and Hill stopped Pote Hunt and sent the Services on a renewed attack when Shanghai broke away through Costa. Shanghai set up an attack, Gash feeding the left, and Wilson was nearly through. Shanghai nearly equalised from a well placed corner by Favacho. The Services' right wing

FOR BRITISH MINERS

Sir Robert Ho Tung Gives £1,000

HIS GIFT TO RELIEF FUND

A British wireless message from London, of Friday's date, states: Sir Robert Ho Tung, one of the merchant princes of Hong Kong,



Sir Robert Ho Tung

has given £1,000 to the Miners' Relief Funds. He was led to make this donation by the appeal of the Prince of Wales. Sir Robert, who was knighted by King Edward VII for his services in Hong Kong, is known as the "Prince of Commodores," which is a name given to Chinese officials who act as a link between the British merchant and the people of the country. He was formerly chief commodore to the Hong Kong Wembley Exhibitions.

The Fund

London, Yesterday.
The Lord Mayor's Fund for Distressed miners is now £684,000.—
Reuter.

got going, but Palmer cleared with a grand bit of defence.

Jones was robbed going through and in the closing stages the Services were pressing hard. David making two splendid clearances from Firth and Kernick, the goal-keeper being injured in a great effort. Play was at midfield when time was called with the Services winners by the odd goal in three.

A Robust Game

The match was a hard one and well contested throughout, the Services playing a robust game with much good football.

Mott only made one mistake—a bad one for him—and MacGregor and Baker were a fine pair of backs, the Kent man being a finished player.

The Services' halves as a line were much superior to Shanghai's middle line, Hill playing one of his best games and Evans and Everest both errors for work.

The Services' forwards, Caldwell and Kernick, played well together, the left wing being much superior to the right, Caldwell was dangerous throughout, Kernick supporting well. Peacock showed classy touches, and is a good centre forward. The right wing were not effective, although Van Tromp put over some good centres. The Shanghai defence generally were on top on this wing.

A Little Stale?

Shanghai appeared a little stale, but put up a good fight. David looked to have a chance with the Services' second goal, but the visitors' keeper otherwise gave another fine display.

Palmer played a great game at back, Reid kicking well but inclined to be rash.

Gash and Duffey also played finely, but Moore was often beaten by the clever left wing of the Services.

Only Wilson and Favacho of the forwards played up to their previous form. Wilson got too few chances, although the most dangerous forward on the visitors' side. The inside forwards, Pote Hunt and Jones, both on the light side, were too often robbed of the ball, and Costa was quieter than usual, although his disallowed goal was a bit of bad luck for his side, as it was a nice shot well placed.

The Services were the better team on the day's play and were going strong in the closing stages.

SMALLER NAVIES

Responsive Chord in Japan

REDUCTION OF RATIO

To Affect All Classes Of War Craft

Tokyo, Yesterday.

Sir Esme Howard's declaration in Washington for further armament limitation has struck a responsive chord.

Reiterating the Navy Minister's statements in the Diet on February 14 the Naval spokesman emphasised the desirability of calling the Disarmament Conference before 1931 owing to the necessity of preparing replacement programmes beforehand.

Though the official report has not yet been received the spokesman asserted that Japan is willing to agree to a further reduction of tonnage and guns if the agreement is reciprocal, but he recalled Japan's desire to change the present 5-5-3 ratio of capital ships into 10-10-7 for all classes of war craft.—Reuter.

BRITISH DECLARATION

Washington, Friday.

The British Ambassador (Sir Esme Howard) has announced that the British Government is shortly to commence conversations with the principal naval Powers with a view to further limitation of naval armaments. The British Ambassador's statement was that delay in the passage of the Cruiser Bill retarded British efforts towards further disarmament, but now that the measure had been enacted, he held the ground to be clear for new discussions and any new discussions would certainly proceed on the assumption that the recently authorised cruisers will be built.

Sir Esme added: "It would seem there is every reason to believe that now the Bill has been enacted, further efforts will be made before long to reach an agreement between the principal naval Powers of the world for limitation of naval armaments."

The British ambassador added that the General Election in Britain might, however, postpone any such discussion for some months.

U.S. Government's View

Sir Esme expressed the opinion that everything pointed towards an early resumption of negotiations and, with a far better understanding of the needs of the respective parties than at Geneva in 1927, they had a very good prospect of a satisfactory conclusion.

It is learned at the State Department that Mr. F. B. Kellogg (Secretary of State) has received no intimation officially in regard to disarmament from London; also that the American Government is willing to advance the date of the 1931 conference from August to January or February if the majority of the Powers concerned desired such a change.—Reuter's American Service.

BANK OF EAST ASIA

(Continued from Page 1)

With these few remarks, I beg to propose that the report be adopted, and that the amount standing to the credit of Profit and Loss Account be dealt with as follows:—

To pay a Dividend of \$6 per share on 50,000 shares, absorbing \$300,000; to pay a bonus of \$2 per share on 50,000 shares, absorbing \$100,000; to transfer to Reserve \$300,000; to pay a bonus to Directors, Holders of Founder shares and the staff \$78,898.76; to write off Furniture and Fixture \$49,984.85; to carry forward \$401,749.74; a total of \$1,230,633.35. After this has been seconded I will endeavour to answer any question and give any explanation you may desire.

Mr. Kwok Siu-lau seconded.

No questions were asked and the adoption of the report and accounts was carried unanimously.

On the proposition of Mr. Chau Tung-ang, seconded by Mr. Li Lang-sang, Messrs. Percy Smith, Seth and Fleming were re-elected Auditors for the ensuing year.

The meeting terminated with the Dividend Warrants would be ready on Monday.

The end of the Chinese year is resulting in considerable trade for the native restaurants. It is now next to impossible to reserve tables as almost every family is giving a "nien yeh fan" (year end supper) or "nien nien" (completing the year), says the "N. C. Daily News."

REALTY & TRUST CO.

Ordinary Yearly Meeting

DIRECTORS COMPLIMENTED

The ordinary yearly meeting of shareholders of the Hong Kong Realty and Trust Co., was held at the registered office of the Company, Exchange-building, at noon yesterday.

Mr. E. M. Raymond was in the chair, and there were present the Hon. Sir Shou-son Chow, Kt., and Messrs. J. Scott Harston, P. K. Kwok, John Fleming, L. Dunbar and J. H. Taggart (Directors), C. F. V. Ribeiro (Acting Secretary), and the following shareholders, representing 80,500 shares: Messrs. J. M. Alves, J. T. Bagram, F. C. Barry, N. V. A. Croucher, J. E. Joseph, O. Kitchell, Li Koon-chun, E. Mauricio, F. Sadick, A. W. Smith, P. H. Suckling and Dr. C. M. Henley.

The notice convening the meeting was read by Mr. C. F. V. Ribeiro (Acting Secretary). The report and accounts were taken as read. The report (dated Jan. 25, 1929) of the auditors Messrs. Linstead & Davis, chartered accountants, was read by the chairman as follows:—

"We report that we have audited the above balance sheet with the books and vouchers of the company and have obtained all the information and explanations we have required, and in our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the company's affairs at Dec. 31, 1928, according to the best of our information and the explanations given us and as shown by the books of the company."

Reference to the Arcade

The chairman's review was then presented as follows:—

I think that the balance sheet and accounts as presented, taken in conjunction with the amplifying remarks thereon appearing in the directors' report, show comprehensively the financial position of the company as on Dec. 31, 1928, and in these circumstances there is no need for me to enter into detailed explanation in connection therewith, with the exception of one item appearing in the balance sheet under the heading "Right of Way and Easements." This asset is accounted for by the fact that, during the year, your board effected arrangements whereby the Company disposed of a small strip of land totalling 341 1/4 square feet and forming a portion of a non-productive cul-de-sac on the north-west boundary of Exchange-building site, the price obtained being at the rate of \$40 per square foot subject to easements and a restrictive covenant in respect of development thereof. The terms of sale including an undertaking by the purchasers that such area be utilized in conjunction with the remaining portion retained by this company, for the sole purpose of a mutual right of way and inter alia, reserved for this company additional right of way facilities, over a new lane to be formed at the rear of the adjoining property.

Allocations

The profit for the year under review, including the sum of \$26,027.66 brought forward from the preceding year and after setting aside \$29,705.47 for depreciation, amounts to \$180,545.23. Deducting therefrom the interim dividend declared on Oct. 5, 1928 and amounting to \$80,000, a balance of \$120,545.23 remains, which your directors recommend be apportioned as follows:—
To pay a final dividend of 30 cents per share \$60,000.00.
To transfer to general reserve in order to bring such reserve up to \$200,000, ... \$49,488.00.
To carry forward to new account \$11,057.23.

and I trust that this allocation will meet with the approval of shareholders.

From a perusal of the balance sheet, you will observe that notwithstanding the payment of the interim dividend to which I have just referred, the mortgage indebtedness of the company has been reduced, in round figures, by two lakhs during the financial period.

Property Well Maintained

The company's properties, both central and residential, have been well maintained and I am pleased to be able to state that same have been fully occupied during the year.

There being no further matters

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DR. WANG'S REPLY

His Views on "Daily Telegraph's" Comment

SINO-JAPANESE RELATIONS

Foreign Minister Gives His Version of The Matter

Shanghai, Yesterday.
With reference to yesterday's leader in the "Daily Telegraph," Dr. C. T. Wang (Nationalist Government's Foreign Minister) interviewed by Reuter says there is no truth in the report that he is proposing to open negotiations for the retrocession to China of the Legation Quarter in Peking.

Dr. Wang added that the reasons given by the "Telegraph" for the breakdown of the Sino-Japanese negotiations were based entirely on erroneous information. The "assurance" that the National Government would give full protection to Japanese lives and property after the withdrawal of Japanese troops from Shantung had been more than once officially given by the Chinese Government and accepted by Japan. It was quite another matter that had caused the present deadlock, but the cause had been withheld from the public at the request of the Japanese representative.—Reuter.

No Further Concessions

Tokyo, Yesterday.
Though official circles are reticent it is intimated in well-informed quarters that instructions have been despatched to Mr. Yoshizawa pointing out that Japan has already made considerable sacrifices in consenting to a mutual expression of apologies in regard to the Tsinan affair, for what she is not prepared to make further concessions. She insists that the question of compensation and damages be settled now, instead of putting it off for a separate settlement in the future.

It is expected that Mr. Yoshizawa will convey these views to Dr. Wang, it is, therefore, understood that the outcome of the next meeting will be awaited with special interest.—Reuter.

The following telegram from London, dated Feb. 9, explains the above:—

"The Daily Telegraph" has a leader on Dr. C. T. Wang's reported proposal to open negotiations for the retrocession to China of the Legation Quarter in Peking.

It is unhappily characteristic of the diplomacy, the "Daily Telegraph" says, which Dr. Wang directs at present, to go out of its way even to defeat its own objects to assert a position which the world knows to be fiction.

For example, the leading article goes on to say, nothing is more evident of the vital interest to China than the establishment of good relations with Japan; yet the Tsinan negotiations have broken down precisely upon the point of the Chinese Government's refusal to admit that the Japanese in Shantung are not absolutely protected by its sole guarantee of their security."

calling for particular comment I now beg to formally propose that the report and accounts for the financial year ending Dec. 31, 1928, as presented be adopted and that the appropriation recommended by the directors be confirmed, and I shall be much obliged if some shareholder will kindly second such proposal, whereupon questions as to the report and accounts may be raised.

The Correct Policy

In seconding the proposal for the adoption of the report and accounts, Mr. J. M. Alves congratulated the Board of Directors on the correct policy they had adopted of depreciating buildings etc., last year to the extent of \$29,000. Shareholders, he added, would no doubt be pleased to note that on top of this they were able to increase the reserve to \$200,000. This was very satisfactory indeed.

The proposal was put to the meeting and carried unanimously. On the proposal of Mr. J. E. Joseph, seconded by Mr. E. Mauricio, the Hon. Sir Shou-son Chow, Kt., and Mr. J. Scott Harston, the retiring Directors, were unanimously re-elected to the Board.

Mr. A. W. Smith then proposed, and Mr. N. V. A. Croucher seconded, that Messrs. Linstead and Davis be re-elected auditors for the ensuing year at a remuneration of \$750.

The meeting terminated with the announcement by the Chairman that dividend warrants were ready for issue.